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ROCK ISLAND E6 630 made a dazzling Imron debut in her restored *Rocket* scheme at the "Topeka Railroad Days" September 3-5, 1988. See page 44.

THREE KODACHROMES JOHN C. BENSON

F59PH 526, shown at Mimico on September 5, 1988 (left), is one of 16 built by GMDD for GO Transit. See page 44.

Railnews

WISCONSIN & SOUTHERN GP9m 4493, ex-SP 3823, was at Des Moines, Iowa, on July 25, 1988 (below), en route to the W&S.

KODACHROME: RICHARD K. KUNDERT

WASHINGTON CENTRAL has added two CF7s to its roster. The 401 and 402 (ex-AT&SF 2578 and 2636) wear a new version of the "Seahawk" livery with the name added to the hood and the hawk moved back to the cab. The 402 was at Yakima, Wash., on August 5, 1988. Future repaints will likely get similar treatment.

IOWA NORTHERN has purchased its first CF7, shown (right) at Manly, Iowa, on August 27, 1988, with bold new lettering. IANR operates on 102 miles of mostly ex-RI track from Cedar Rapids to Manly, Iowa. IANR also rosters five GP9s.

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From the Publisher's desk:
Railworld—The 141st Railroad Museum

Unique among the many preservation railways in England is the Nene Valley Railway, once a part of the great L&NWR, operating over seven miles of track from the cathedral city of Peterborough to Wansford. The Nene Valley got its start when, in 1968, a Peterborough curate, the Reverend Richard Paten, who is also a chartered engineer, bought British Railways Class 5 mixed traffic 4-6-0 No.73050 as a static display for Peterborough. However, the locomotive was in such excellent condition that it led to the formation of the Peterborough Locomotive Society. When BR decided to abandon the railway line, six miles of track were purchased as a registered charity, and the Nene Valley became an operating entity. Reverend Paten observes that the Nene Valley was the world's 141st operating railway museum.

Meanwhile, the Society had received an 0-6-0 quarry engine followed by several more 0-6-0 types and a coach to run behind the 73050, now named *City of Peterborough*. In 1973, a Swedish 2-6-4 was offered to the Society, and it was discovered that little work would be required to convert the Nene Valley to the continental Berne loading gauge. Signals were set back, six-foot track centers were widened by two feet, and other modifications were made. In 1975, a Danish 0-6-0 and a Swedish 2-6-2 were added to the roster, followed by a Nord (French) 4-6-2 built in 1911.

Rev. Paten, meanwhile, was one of the organizers of Railworld, headquartered on the Nene Valley at Peterborough, which would become a global railway museum. We had the pleasure of meeting Rev. Paten and hearing him talk about Railworld at a Rotary dinner in Peterborough. Railworld would be a permanent display of railroad equipment from around the world. Railworld already owns an Alco S1 switcher built in 1949 which had served its lifetime on a Wales quarry operation. An Indian locomotive from the Himalayas has been offered to the museum and, more recently, Railworld has asked British Foreign Secretary Sir Geoffrey Howe to help speed the purchase of a large Russian P36 that last worked the *Trans-Siberian Express*.

Railworld hopes to go beyond equipment acquisition and wants to tell about the great railroad engineers and financial barons who built railroads around the world, forging nations in the process. Already the recipient of several grants, Railworld has bought a ten-acre site and has undertaken a fund raising campaign of over $4 million. Future plans include a spur linking the Nene Valley with the Peterborough railway station, a classic roundhouse and hosting of railroad fairs. A tourism consultant estimates 170,000 visitors yearly and creation of 60 jobs. Railworld hopes to welcome its first visitors in 1990.

You've probably already seen the Nene Valley in such films as "Octopussy," "Secret War," "Patton," "Jenny's War" and "Lime Street." Further information can be had by writing Railworld, Oundle Road, Peterborough, Cambridgeshire PE2 ONR, England. In England you can become a Friend of Railworld for three pounds a year. North Americans interested should send at least $10 to cover extra postage and currency conversion.

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Cover

It's winter at Summit, Montana, as one of Burlington Northern's handful of "tiger striped" SD40-2s leads Chicago-to-Seattle Train 103 over the crest of Marias Pass at 2:18 p.m. on January 9, 1987. For a look at this former-GN crossing of the Rockies, see Bruce Kelly's photo essay beginning on page 59. Kodachrome by Bruce Kelly.
With 1522 Project Chairman Pat Cravens at the throttle, the Frisco 4-8-2 is not exactly on home turf as she hammers the elevated C&NW diamond at Deval Tower in Des Plaines, Illinois, on Saturday August 13, 1988, bound for Fond du Lac on the Wisconsin Central's ex-Soo Line main with a 20th Century Railroad Club fantrip. For the story of 1522's restoration, see André Jackson's feature beginning on page 50. Fujichrome by Jack Wheelihan.

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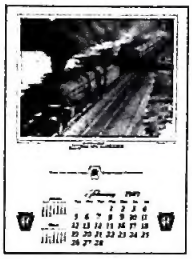

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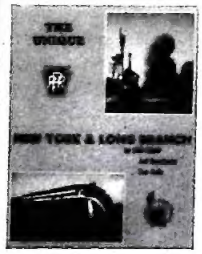

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Fanmail

The "H" in Pittsburgh

Just a quick correction to "Switchers on the Shawmut" by Paul Backenstose. "Pittsburg" is not the old spelling of the Steel City; "Pittsburgh" is. In 1875 the U.S. Post Office decreed that all Pennsylvania municipalities ending in "burgh" would shorten their names to "burg." Efforts to convert the rest of the nation to a new spelling of an established industrial city were a failure, and the Post Office recanted for Pittsburgh around 1916—just after the charters for the P&S were drawn up, I understand.

ALEXANDER D. MITCHELL IV
Selinsgrove, Pa.

Cape Cod & Hyannis

Page 32 of the September 1988 issue contains an error regarding the CC&H.

The fourth loco, 1924, is *not* ex-BN 1924. It was BN 1823, later renumbered BN 1794 and lastly MBTA 1924. Yes it does have problems and was used very little by Boston's "T." It is only leased to the CC&H, not owned by them (this is part of a political deal for state funding of a tourist operation).

SKIP CLARK
Newton Highlands, Mass.

Seeing the Warbonnet Fs run

Thank you for printing the color shots of the "warbonnet" F-units in the August R&R; they were splendid.

What is obviously now needed is to get these locomotives where they belong—out on the main line giving pleasure to thousands rather than gathering dust in a museum. If its going to cost $300,000, I'll be happy to start the fund with $100. If a "Limey" who will most likely never see the result in person is prepared to do that, surely 2999 "Yanks" can do the same.

LAWSON LITTLE
Newark, Notts., England

The Bigbee bridge

As a practicing bridge engineer, I particularly enjoyed the photos and story on the Meridian & Bigbee's combination rail/highway bridge at Naheola, Alabama, in the October 1988 issue. I do have one question: the photo on page 56 shows a weight limit sign of 5 tons, and another photo on page 57 shows a weight limit of 5 tons while the photo above it shows a 10-ton weight limit sign. It would appear perhaps the weight limit had been cut in half in four years, but in any case, the locomotives in the photos are considerably heavier than the limits posted.

THOMAS J. BYLE, P.E.
Grand Rapids, Mich.

✏ *Apparently the load limit is simply for the roadway decking and not the solidly-supported railroad ties*—J.B.

Now, the Cumbres & Toltec

I have been enjoying your articles on railfanning various railroads, especially the Durango & Silverton. Now we need an article on railfanning the Cumbres & Toltec Scenic Railroad and some of the other well-known tourist lines. I hope you have some of these projects in the works.

ROBERT SMITH
Akron, Ohio

Tumbler Down Under

I was interested to see the comment in the Tumbler Ridge feature in the May 1988 issue that the British Columbia Railroad is one of only four 50KV a.c. railroads in service presently. It seems that Bruce Van Sant has not heard about what is one of the biggest railroad projects going on in the world at the moment.

I am referring to the Queensland Railroads Mainline Electrification (MLE) project in Queensland, Australia. This AUS$1100 million (US$880 million) project involves the electrification of some 1500 route-kms (830 miles), 2100 track kms (1160 miles), in southern Queensland to service the huge coal fields and for general freight service.

The project is being built in four stages. Stages 1 to 3 are complete and operating (although as not all the electric locos have been delivered some coal trains are diesel hauled), and stage 4 will be completed by late 1988. One hundred sixty six locomotives in five different classes and 20 EMU have been ordered from two manufacturers to run the services.

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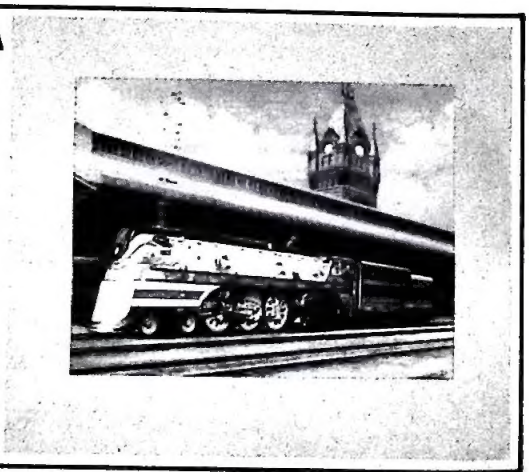

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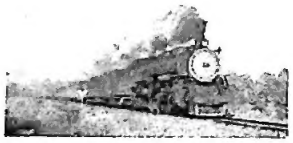

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GREAME NITZ
North Balwyn, Victoria
Australia

This Budd's For You

Have just enjoyed reading the stories on BC Rail's steamers and Budds in the September issue. Both operations and scenery make it a most interesting road. I suspect, though, that some of the Indian station names were a bit too much for you Easterners. The photo of the Budds on page 60 was taken at Lillooet, not Squamish. I must confess, though, that we Westerners don't do much better with Indian names in the East.

JOHN C. ILLMAN
Nordland, Wa.

Referring to "Riding BC Rail's Budds" in the September 1988 MARKERS, some readers might accuse you of overworking one particular adjective: "spectacular." On page 60, in describing the terrain between Squamish and Lillooet, you used the word four times to wit: "spectacular trip," "spectacular ride," "spectacular scenery" and "spectacular vistas."

Having made that trip myself in May 1986, I can say to the readers, "Don't accuse Jim Boyd of redundancy." There is no other word in the English language that best describes the scenery to which you refer. That landscape is truly breathtaking, sensational, thrilling, overwhelming, stunning, awe-inspiring . . . I could go on, but you said it best, Jim. The run between Squamish and Lillooet is indeed spectacular.

DAVID D. MORRISON
Plainview, N.Y.

I received the September 1988 issue today and read with interest your two items on the Royal Hudson and the BC Rail Budd car service.

A few noteworthy items: while 2860 and her sisters left Vancouver in early 1956, the 2860 did operate on the prairies for a while before retirement. In fact, when the city of Vancouver was looking to acquire a locomotive for display (via the Vancouver Railway Museum Association, a quasi-civic organization), they were content to obtain almost anything. It was only after some effort by a few fans who knew one of "our" Hudsons still existed, that the 2860 was acquired. I was involved in the initial saving of 2860 and later her transfer from the VRMA to her current Royal Hudson duties.

As for 3716, it was not a Vancouver locomotive and was retired from service in Winnipeg, not Vancouver. The last locomotive in Vancouver was 4-6-2 2709, kept here for several years as a stand-by stationary boiler and eventually scrapped in her stall in the Vancouver roundhouse. The CPR wanted a piece of real estate owned by the City of Coquitlam and the city wanted a locomotive for display, so the land was swapped for the 3716. She never made it to display and spent several years sitting in the Vancouver roundhouse. That is how the 3716 came to Vancouver. By the way, the main reason for changing the tender on 3716 and why she uses a water car is that her present tender is in poor shape and leaks water badly.

Also, the cars are not all named after towns along BC Rail, but towns, landmarks

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and other geographic attractions, and one reason they are named is, I am sure, traceable to a conversation I had with Bob Swanson when this project was starting in which we discussed how to number the cars of the train. I put forth the argument that the cars should be named, not numbered, as only railfans and accountants remember numbers, while most people remember names. Sure enough, a little while later the cars came out with names.

Before the Hudson entered service there had been interest among some circles of the Howe Sound tourist train, only using the PGE's 160, a 2-8-2 built in 1945 which was still in existence then. Unfortunately, when the PGE's general manager of the day heard this, he promptly ordered it scrapped, so we had to wait for these ideas to become reality.

The open (mountain) observation car is not the 597, but rather the 598 and is owned by the West Coast Railway Association. She was leased to the Royal Hudson people for a very nominal sum and has not been used on the Hudson, as you say, since the 1983 season, although the WCRA has used the car since on their own excursion specials. The car does need some mechanical work to be returned to first class condition.

For the record, in 1987 the WCRA operated a seven-day Budd car charter covering the entire BC Rail system, some 2440 miles start-to-finish, which is probably the world's record for the longest Budd car trip in history. The WCRA is repeating that tour again this year.

Also, BC Rail 31 (first) was retired as the result of fire damage. All of BC Rail's Budd cars have been extensively rebuilt and little remains of the original cars. All are now single ended. They are such a success on BC Rail that it's very doubtful they could operate the passenger services they do without them. Like the DC3, they have yet to come up with an RDC replacement.

D.E. "DOUG" CUMMINGS
Burnaby, B.C.
Canada

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

NORFOLK SOUTHERN, 1988 Excursion Season. The following listings indicate: **Date,** locomotive, route and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 611 is N&W streamlined Class J 4-8-4.

November 4, 611 one way Greenville, S.C., to Chattanooga (GVN); **November 6,** 611/diesels Chattanooga to Greenville, S.C. (GVN); **November 5,** 611 Atlanta to Chattanooga and return (ACN); **November 6,** 611 Atlanta to Toccoa, Ga., and return (ACN); **November 12-13,** 611 Jackson-

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ville, Fla., to Valdosta, Ga., and return each day (NFC).

The sponsoring organizations in alphabetical order are: (ACN) Atlanta Chapter NRHS, P.O. Box 81592, Atlanta, GA 30366; (GVN) Greenville Chapter NRHS, P.O. Box 5481, Greenville, SC 29606; (NFC) North Florida Chapter NRHS, P.O. Box 16493, Jacksonville, FL 32245.

VERNON, NEW JERSEY, November 6. Silver Anniversary fantrip of the O&W Railway Historical Society on the New York, Susquehanna & Western from Vernon to Little Ferry, N.J., and return. Train departs former-L&HR depot at Vernon at 9am and returns about 6pm. There will be a photo runby on the return trip. Tickets are $55; before ordering contact Al Seebach, 914/365-1473 (after 6pm, please).

MADISON, INDIANA, November 25-26 and December 2-4. "Nights Before Christmas" tours of the restored Madison railroad station will be given. The octagonal building was originally built in 1895. Contact: Madison Visitor's Council, 301 East Main Street, Madison, IN 47250; 812/265-2956.

READING, PENNSYLVANIA, December 3. Blue Mountain & Reading off-line excursion with ex-GM&N 4-6-2 425 from Hamburg and Temple to the Philadelphia Galleria and return. Fare $36, train departs Hamburg at 8am and Temple at 9am.

"Santa Clause Specials" will be run on the BM&R between Hamburg and Temple on December 4, 10-11, 17-18. Trains depart Hamburg and Temple simultaneously at noon, 2pm and 4pm. Hamburg departures will be steam powered and the Temple departures will lead with diesel. Adult fares $6, kids $4. One child rides free with each paying adult. Steam will be either GM&N 4-6-2 425 or RDG 4-8-4 2102. Contact: 425 Concessions, Inc., c/o Blue Mountain & Reading Railroad, P.O. Box 425, Hamburg, PA 19526; 215/562-4083.

HONESDALE, PENNSYLVANIA, December 3 and 10. "Santa's Snowtime Express" excursions on the "Stourbridge Line" Honesdale to Hawley, Pa., and return, using BL2 54 and open window coaches. Train departs Honesdale 10am, noon and 2pm each day. Contact: Wayne County Chamber of Commerce, 742 Main Street, Honesdale, PA 18431; 717/253-1960.

BOSTON, MASSACHUSETTS, January 28, 1989. "Snowflake Special" excursion to Deerfield, Mass., in the Berkshire Mountains using Amtrak equipment over Conrail trackage. Sleigh rides, cross country skiing and historic tours in Deerfield. Contact: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136; 617/361-4445.

STOCKTON, CALIFORNIA, February 25-26. "Winterail '89" Railroad Photography Exposition & Flea Market at the Scottish Rite Temple, 33 W. Alpine Ave. Saturday 10:30am-9:30pm, Sunday 11:30am-5pm. This 11th annual event will feature the slide show "Five Decades on Tehachapi" by Tom Gildersleeve and Gordon Glattenberg. Other slide shows will be presented, and the flea market will be open on the 25th. Sunday will feature the flea market only. Saturday admission $10 by advance registration only. Sunday admission is $4 at the door only. Contact: Dave Stanley, Winterail '89, P.O. Box 30661, Stockton, CA 95213-0661.

INTERNATIONAL TOURS

TRAINS UNLIMITED TOURS, c/o The Travel Experience, 1430 Myers Street, Suite H, Oroville, CA 95965; 916/534-8555, is organizing the following tour conducted by noted railfan Chris Skow. Contact them for specific information.

Central America, December 9-17. "Central American Steam Adventure" will feature steam charter trains and a mixed train with a private car. Baldwin 2-8-2s, cab rides, 3.7% grades with tunnels, shop tours and plenty of runbys. Tour railroads from the Pacific to the Caribbean across five mountain passes.

GREAT RAILWAY JOURNEYS, P.O. Box 65, Miami, FL 33164 (phone 305/940-TRIP) is sponsoring the following tour:

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TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours:

Vietnam, December 31-January 21. French-built steam; tour Hanoi, Ho Chi Minh and points between.

Philippines, January 17-February 4, 1989. "Steam in Paradise" with sugar mills at peak season.

RAILROADIANA MEETS

ST. LOUIS, MISSOURI, November 5. The Mid-Continent Region St. Louis Area NMRA Meet at the Viking Lodge, 10709 Hwy 366, 8:30am-3pm. Many tables and operating layouts. Advance registration $4, at the door $5. Contact: Rich Jennings, 3110 Glenwood Court, St. Ann, MO 63074; 314/429-4513 after 6pm.

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L&N 152 in Kentucky & Beyond: Breakin, first excursions, and more for the 4-6-2	60 min	**$39.95**
152 Suspended In Time: 1988 Special VIP & Photographers Trains, cab ride, and more	58 min	**$39.95**
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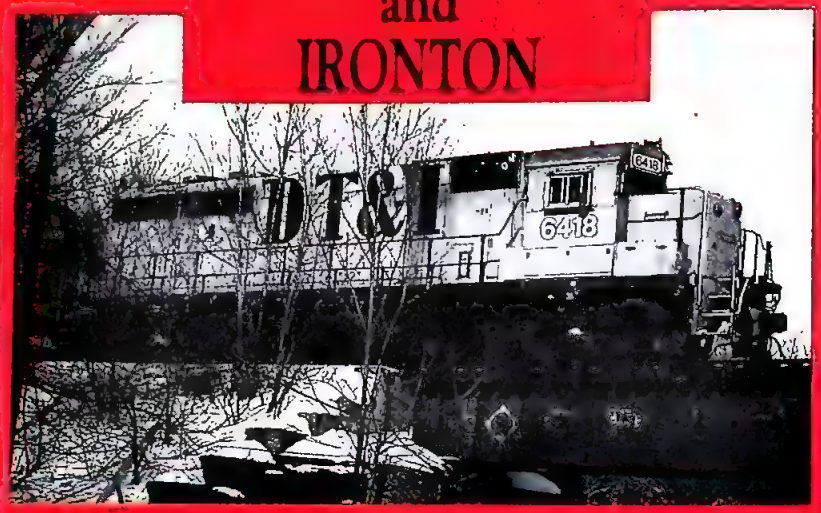

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NORTH HAVEN, CONNECTICUT, November 5. The New Haven Historical & Technical Association's 26th Annual Train Show at the Ramada Inn on Route 5, 9am-5pm. Over 100 tables with model and railroadiana displays. Conrail Chairman L. Stanley Crane to speak at a banquet afterward beginning 7pm. Tickets by advance reservation only. Contact: Robert P. Wuchert, NHR&TA, 24 North Whittlesey Avenue, Wallingford, CT 06492.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/876-8640; sales tables $40. Admission $4, under 12 free with adult. 11am-5pm. General information: Greenberg Shows, Inc., 7566 Main Street, Sykesville, MD 21784; 301/795-7447.

Cherry Hill, New Jersey, November 5-6, Garden State Park.

Monroeville, Pennsylvania, November 19-20, Pittsburgh Expo Mart.

Wilmington, Massachusetts, November 26-27, Shriner's Auditorium.

Timonium, Maryland, December 3-4, Timonium Fairgrounds.

King of Prussia, Pennsylvania, December 10-11, Valley Forge Convention Center.

BLOOMINGTON, ILLINOIS, November 5-6. Central Illinois Great Train Show at the College Hills Mall. Saturday 10am-9pm, Sunday noon-5pm. Free admission. Contact: Keith Erickson, Central Illinois Railroad Club, P.O. Box 1692, Bloomington, IL 61702; 309/662-1048.

GREAT AMERICAN TRAIN SHOW. All shows are from 1pm-7pm on Saturday, 11am-5pm on Sunday and feature operating layouts. Admission is $4, kids under 12 are free. Contact: GATS Limited, 312/834-0652.

Louisville, Kentucky, November 5-6, Commonwealth Convention Center.

Indianapolis, Indiana, November 19-20, Indiana Convention Center.

St. Paul, Minnesota, November 26-27, St. Paul Civic Center.

Columbus, Ohio, December 3-4, Franklin County Veterans Memorial, 300 West Broad Street.

Oklahoma City, Oklahoma, December 10-11, State Fair of Oklahoma, 500 Land Rush Street.

Houston, Texas, December 17-18, George R. Brown Center, 1001 Convention Center Blvd.

Portland, Oregon, January 7-8, Multnomah County Exposition Center.

Oakland, California, January 14-15, Oakland/Alameda County Colosseum.

San Diego, California, January 21-22, San Diego Convention Center.

Pomona, California, January 28-29, Los Angeles County Fair & Exposition Center.

ALEXANDER, NEW YORK, November 6. Genesee Society of Model Engineers Train Meet at the Alexander Fire Department Recreation Hall on Route 98, 9am-2pm. Adults $2, families $5, kids $1. Contact: Marty Phelps, 716/343-7976 or Bruce Dillon, 716/343-5378.

DUBUQUE, IOWA, November 6. Dubuque Rails 3rd Annual Model Railroad Show at the Riverside Bowl Ballroom, 1860 Hawthorne, 11am-5pm. Adults $1, kids free. Contact: Fred Uthe, 327 Klingenberg, Dubuque, IA 52001; 319/582-7923.

TORRINGTON, CONNECTICUT, November 6. 3rd Annual Torrington High School Band Train Show 10am-3pm at the high school gym on Major Besse Drive. Adults $2, family $5. Contact: Phillip A. Lent, 123 McGuiness Street, Torrington, CT 06790; 203/489-8961.

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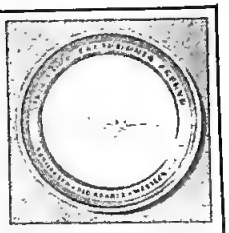

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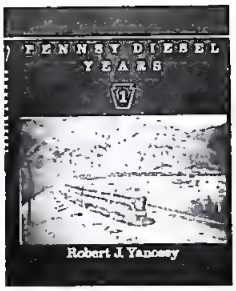

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TRAIN TOURS INCORPORATED. All shows are Friday and Saturday 10am-9pm, Sunday noon-5pm and free admission unless noted. Contact: Steve Metro, 9641 Silk Ave., Cleveland, OH 44102; 216/631-9119.

Westlake, Ohio, November 12 only, Westlake High School. Adults $1.75, family $3.50, kids under 10 free.

Cleveland Heights, Ohio, November 18-20, Senernice Hall, 3640 Mayfield Heights Road.

Akron, Ohio, December 10-12, Quaker Square Hilton, 135 South Broadway.

GREAT AMERICAN TRAIN MART. All shows are 10am-4pm and feature a layout of the month. Adults $3, kids under 12 free Contact. GATS Ltd.; 312/834-0652.

Chicago, Illinois, November 13, Dupage County Fairgrounds, Wheaton, Ill.

San Francisco, California, November 27, Solano County Fairgrounds, Vallejo, Ca.

Chicago, Illinois, December 11, DuPage County Fairgrounds, Wheaton, Ill.

Milwaukee, Wisconsin, December 18, Waukesha County Expo Center, Waukesha, Wisc.

HENDERSONVILLE, NORTH CAROLINA, November 12-13. The Hendersonville Hobby Show at the National Guard Armory on Spartenburg Highway 10am-5pm both days. Adults $2.50, kids under 12 free. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28025; 704/786-8373.

RANDOLPH, MASSACHUSSETTS, November 13. "Rail-a-Rama" at the Lantana near Routes 128 and 28, 10am-4pm. Adults $2, kids $1. Contact: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136; 617/361-4445.

NORWALK, OHIO, November 13. The Norwalk & Western Railroad Club Train Show & Swap Meet at the Norwalk National Guard Armory 10am-4pm. Adults $1.50, families $3, kids under 12 free. Contact: Steve LaConte, P.O. Box 938, Norwalk, OH 44857; 419/668-6225.

GREENWICH, CONNECTICUT, November 13. The Westchester Model Railroad Club's Genuine "Rye" Train Meet at the Greenwich Civic Center 10am-3pm. Adults $3. Contact: Bob Wilson, TWMRC, P.O. Box 358C, Rye, NY 10580; 914/937-7565.

ABINGTON, PENNSYLVANIA, November 19. Abington Twp. Police Association's 2nd Annual Holiday Railroad Extravaganza at the Abington Junior High School 9am-2pm. Adults $2, kids under 12 free. Contact: ATPA, P.O. Box 211, Abington, PA 19001; 215/887-1460.

HEMPSTED, NEW YORK, November 20. Long Island Train Meet at the Knights of Columbus Hall, 83 Greenwich Street, 9am-1pm. Adults $3, kids under 12 free. Contact: Ernie Knudsen, 220 Touville Road, Copiague, N.Y. 11726; 516/691-7628 or 516/486-6658.

PORT JERVIS, NEW YORK, November 21-22. 3rd Annual Erie Depot Train Show at St. Mary's Church Hall, 26 Ball Street, Saturday 11am-5pm, Sunday noon-5pm. Adults $2, kids $1, under 5 free. Proceeds will help restore the ex-Erie depot in Port Jervis. Contact: Depot Preservation Society, P.O. Box 1004, Port Jervis, NY 12771; 914/856-6734 or 856-8684.

HUNTINGTON, WEST VIRGINIA, November 25-27. The Appalachian Model Railroad Society's 31st Annual Show at the

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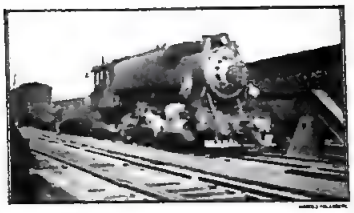

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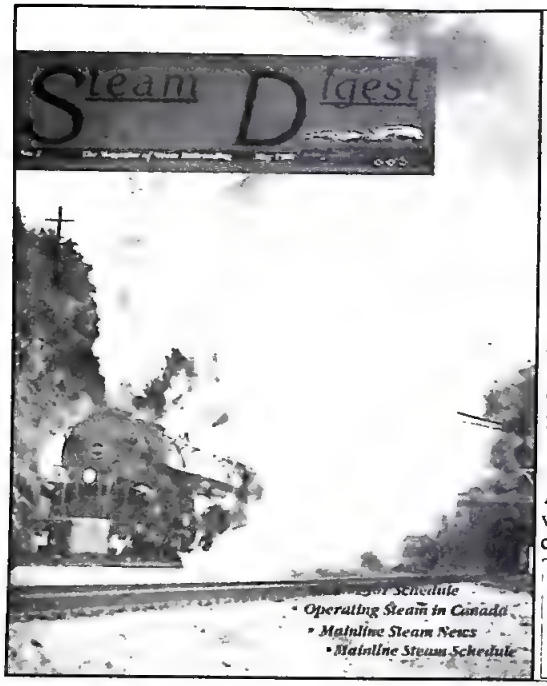

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FORT WAYNE, INDIANA, November 26. Train and Collectable Toy Show at The Lantern, 4420 Ardmore, 11am-4pm. Adults $1.50, kids under 12 free. Contact: Royce L. Hutchison, 7112 Baer Road, Fort Wayne, IN 46809; 219/747-4485.

CHARLOTTE, NORTH CAROLINA, November 26-27. 5th Annual Carolina Model & Hobby Expo at the Merchandise Mart, 2500 East Independence Blvd. Saturday 9am-6pm, Sunday 10am-5pm. Railroadiana section hosted by the Triad Live Steamers. Adults $3, kids 6-12 $1. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28025; 704/786-8373.

WALLINGFORD, CONNECTICUT, November 27. The New York, New Haven & Hartford Toy and Train Meet at Zandri's Stillwood Inn, Exit 13 off I-91, 9am-1pm. Contact: Mike Martino, P.O. Box 9131, New Haven, CT 06532; 203/469-9048.

INDIANAPOLIS, INDIANA, December 3. Model Railroad and Toy Train Swap Meet & Sale at the St. Joseph Church 11am-4pm. Adults $1, family $2. Contact: Rudy Stanko, 8601 Stonewall Drive, Indianapolis, IN 46231; 317/243-7249.

ELMONT, NEW YORK, December 3-4. St. Vincent DePaul Parish Train Meet at the St. Vincent DePaul School Auditorium 10am-4pm. Adults $3.50, kids under 12 free. Contact: Frank Deorio, 1510 DePaul Street, Elmont, NY 11003; 516/352-2127 or 516/486-6658.

OKLAHOMA CITY, OKLAHOMA, December 3-4. The Eighth Annual OKC Train Show sponsored by the Central Oklahoma Chapter NRHS at the Old International Building on the Oklahoma State Fairgrounds. Saturday 9am-5pm, Sunday 11am-5pm. Adults $3, Family $5. Contact: Dean Carver, 1313 West Britton Road, Oklahoma City, OK 73114.

HADDONFIELD, NEW JERSEY, December 3-4. 7th Annual Railroadiana & Train Show sponsored by the West Jersey Chapter NRHS at the Moorestown Mall on Rte.38. Saturday 10am-9:30pm, Sunday 10am-6pm. Free admission. Contact: Herman Lotstein, 217 Potter Place, Holland, PA 18866 or Louis Mountney, 155 Wayne Ave, Haddonfield, NJ 08033.

WEST FRANKFORT, ILLINOIS, December 4. Southern Illinois Train Collectors Model Railroad Show & Swap Meet at the National Guard Armory, 802 West Main Street, noon-5pm. Adults $1, kids under 12 free. Contact: Randy Domineck, Rt.1 Box 49AA, Royalton, IL 62983; 618/984-4474 after 6pm.

MARION, OHIO, December 10. The Train and Model Train Show & Flea Market at the Ohio State University Student Center 11am-4pm, sponsored by the Marion Union Station Association. Contact: Jerry Richie, 556 Siesta Drive, Marion, OH 43302; 614/389-5162 evenings.

OSWEGO, NEW YORK, December 17, 18, 26, 31 and January 1, 1989. The Oswego Valley Railroad Association's 7th Annual Christmas Town Express Model Railroad Exhibit at the Oswego Art Guild in Fort Ontario Park, noon-6pm each day. Free admission. Contact: Fred Regan, Jr., 62 Liberty Street, Oswego, NY 13126-1416; 315/343-2253.

STOCKTON, CALIFORNIA, February 25-26. "Winterail '89" Railroad Photography Exposition & Flea Market at the Scottish Rite Temple, 33 W. Alpine Ave. Saturday 10:30am-9:30pm, Sunday 11:30am-5pm. Flea market both days, slide show presentations Saturday only. Saturday admission $10 by advance registration only. Sunday admission is $4 at the door only. Contact: Dave Stanley, Winterail '89, P.O. Box 30661, Stockton, CA 95213-0661.

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Night photography is a technique which has gained wide acceptance by the railfan community. Once a skill which was mastered by only a few experts, the growing popularity of the technique is evidenced by the many fine night photographs which appear in print and the popularity of the night photography sessions offered at the various railfan outings. The technique which is widely used today is to use flashbulbs or modern xenon strobe units to "paint" the subject with light while keeping the camera shutter open. Another interesting method which is often overlooked and can provide dramatic results is the use of natural light to expose the photographs.

It seems simple enough. Put the camera on a tripod and open the shutter—some of today's cameras will even automatically expose the photo when taking a time exposure. Why isn't it used more often? The simple fact is that most illumination in railroad yards, stations and engine terminals does not lend itself easily to color night shots. As anyone who has waited for those dynamite night shots to come back and found the slides with a green or orange cast from a nearby light knows, today's modern street lights do not provide correct illumination for color photography.

The days of incandescent lighting on railroad property are all but gone. With the recent modernizations of railroad facilities the incandescent lamps have been universally replaced with gas discharge lamps. These lamps are far more efficient and last far longer than the older incandescent bulbs. Discharge lamps produce light by passing an electric current through a gas contained within a quartz envelope. The electric current excites the gas molecules and causes them to give off light. Illumination from this type of source consists of many narrow spectral spikes whose particular wavelength (color) depends on the type of gas in the envelope. Incandescent bulbs, on the other hand, produce light by heating a filament. This filament glows and gives off light which is continuous across the visible spectrum. This illumination is similar to the sun and is the reason incandescent lights can be easily filtered to give pleasing results on typical color film. The electric discharge lamps are tailored so that their discrete spectral lines mix and look white to your eye. Here is where the problems lie: film does not respond the way your eye does to this type of illumination! Where your eye can mix the colors, film responds only to the sharp lines, causing the photograph to be the color of the predominant spectral line of the source. This effect is compounded by the fact that long exposure times, usually greater than five seconds, are required.

The two main gasses used in outdoor lighting are mercury and sodium. Mercury has a very strong line in the green region of the spectrum turning your slides green, and sodium has a number of lines in the yellow-orange region of the spectrum.

So much for the physics class. Now, how do we correct for this type of light and get our photographs to look on film like they look to our eye? The proper combination of color correction filters can "fool" the film into thinking it is being illuminated by the sun. After many phone calls to Kodak's customer service department, a check with the

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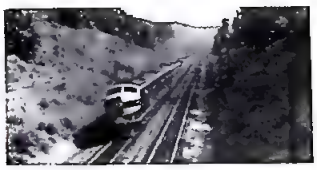

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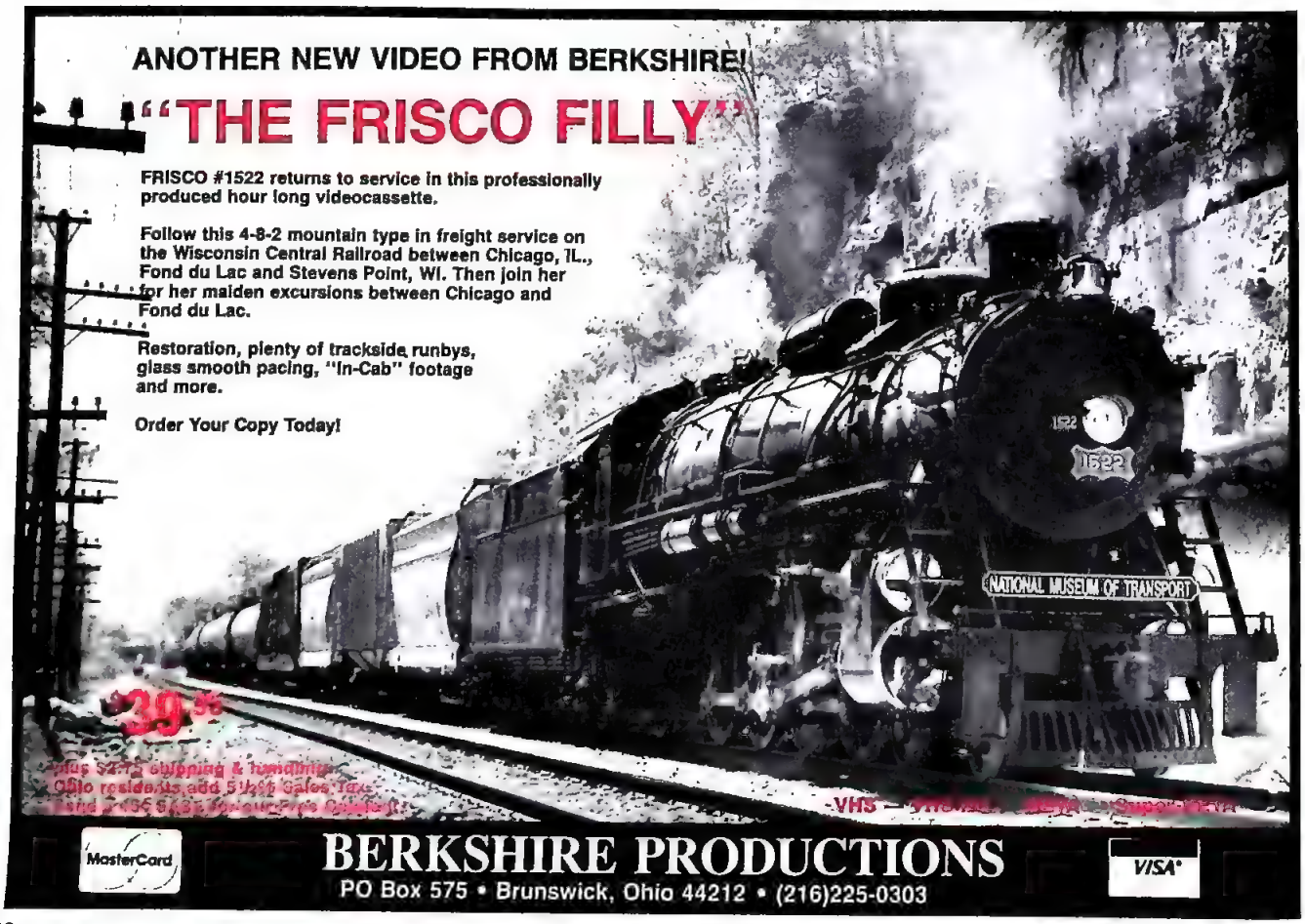
MERCURY VAPOR LIGHTS illuminate the Canadian National enginehouse in Moncton, N.B. The "before" photo at left, taken on July 17, 1988, shows a C630 taken with unfiltered Kodachrome 64. The "after" photo at right was filtered with a 40M + 20Y combination. Note how it cleans up the overall green for a more natural white appearance.

street light manufacturers and a few calculations, the proper color correction filter combination was put together. To correct for mercury illumination (lights which appear whitish or bluish to your eve) a 40M and 20Y (40 magenta and 20 yellow) filter should be used. The lens should be opened one stop to make up for the light lost in the filters. To correct for high pressure sodium lights (appear yellowish-orange to the eye) use an 80B and 20C (80 blue and 20 cyan) while opening up 2.5 stops. With this combination of filters your K-64 will respond as if illuminated by the sun.

The above mentioned filters are available from Kodak, however they must be custom ordered from most photo shops. The 80B is available from Cokin as a hard plastic filter. An easy and inexpensive way to find the needed color filters is to purchase a set of Ci-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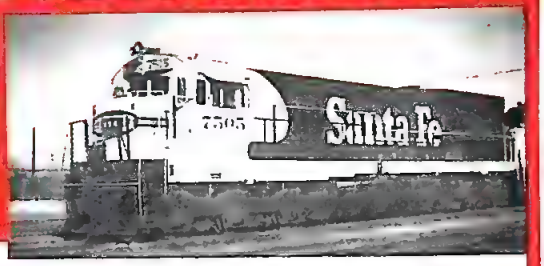

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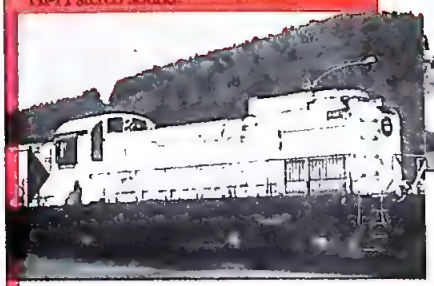

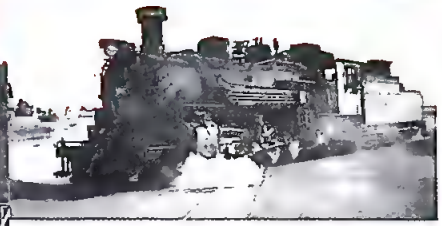

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bachrome color correction filters for color printing applications. These filters, known as Wratten filters, are soft plastic which scratch and fingerprint easily, so some type of mounting must be done to make them reusable, especially under the typical rigors of night photography. I used a Cokin frame and cut the Wratten filters to fit into the frame. For the sodium filter, the hard plastic 80B was used and a Wratten filter was cut and taped to it along the edges. This provided support for the soft filter. Cokin makes a filter attachment which allows the filters to be slid in front of the lens for the photographs. I made the mistake of trying to put the holder on my lens in the dark and wound up simply holding the filter over the lens while exposing the shot.

As you can see from the two CN photos on page 18, the filters performed precisely as calculated. The before and after shots show the interior of CN's Gordon Diesel Shop in Moncton being lit by a large bank of mercury lights. Notice the difference in the "reds" on the nose and how the color was made more lifelike. I have gotten similar results with the sodium filter pack.

These filters provide a simple and inexpensive way of getting back into natural light photography. Remember, they have been optimized for K-64. Satisfactory photographs may result with K-25, but using K-200 might present problems. If you use these other films it is best to experiment. Another point is that these filters will not remove those pesky colors from flashbulb shots. If the filter is left on while flashing bulbs, it will compensate in the opposite direction, since bulbs and strobes are made to emulate the spectral characteristics of the sun.

One final note, remember when taking night shots around an engine terminal, be careful of moving equipment.

EDITOR'S NOTE: Mike Thomas is a laser engineer from Nashua, New Hampshire, who deals with color spectrums in his professional work—J.B.

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Mark 1 Video, P.O. Box 404, New Milford, NJ 07646; 201/261-8444, has began releasing its "Heritage Series" of videotapes. Presently, four volumes are available, and each is a collection of vintage movie film from several photographers. The original films (both 8mm and 16mm) were predominantly in color and silent. Mark 1 has added sound to most of the footage, and careful attention was paid to getting the sound right (Marc Balkin of Mark 1 has an extensive audio tape library from his days as Custom Steam Productions Ltd. and is an expert in capturing locomotive sounds). Not only are Train Master sounds really Train Masters, he has carefully selected and blended the sounds of acceleration, drifting and wheel noise. In most cases, the color is bright and snappy. The tapes feature a light musical background during the titles and no narration.

"Heritage Series 1" from Mark 1 Video features the CNJ, B&O and Reading, with rare views of the B&O busses in Manhattan and scenes of a bus turntable in operation. Early diesels and some steam are featured starting at Communipaw Terminal in Jersey City and continuing westward. 30 minutes, $39.95.

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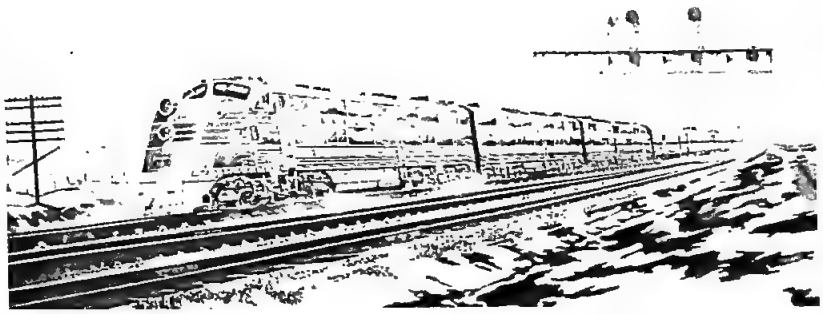

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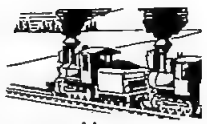

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Poland Road, Poland, OH 44514. VHS, Beta; one hour; $39.95.

Having never done much photography myself in southern California's Tehachapi Mountains, I was left with the feeling of actually having been there after viewing this latest video from Hopewell Productions. Compared with other videos I've seen on the subject, "Tehachapi: Tonnage & TOFC" does the best job of showing the incredible joint operations of Southern Pacific and Santa Fe between Bakersfield and Mojave, California, a route highlighted by the famous Tehachapi Loop.

Rather than pegging the camera down for hour upon hour of drawn-out runbys at each location, Hopewell photographer Stan McInturf covered the Tehachapis much the way an ordinary railfan might, following different trains back and forth over the hill as they negotiate the twisting curves and 2.2% grades and catching them at a variety of interesting locations. A particularly nice vantage point was used at Bealville siding to show a heavy eastbound Santa Fe freight with a midtrain helper grinding upgrade around the reverse curves, and smooth pacing shots follow a couple of eastbounds out of Tehachapi as they accelerate to 50 m.p.h. on the long tangent across the summit of the pass. Santa Fe buffs will enjoy the footage of late-1960s action with pre-warbonnet Geeps, SDs and even an Alco RSD15 "Alligator." Also, a Santa Fe light helper is shown rolling past Kern Junction Tower when the tower was still in service; closeup angles then show the helper being cut into the middle of an eastbound train.

Overall, the image quality is quite good, with graceful use of the zoom lens and generally steady camera work. There seems to be some varying degree of sharpness throughout the video, but the Hopewell people more than make up for it with well-paced sequences filmed under a surprisingly clear southern California sky. Santa Fe receives by far the majority of the attention. In fact, the video's brief introduction is filled with action scenes of Santa Fe freights working the mountain while the narration describes how the Tehachapis are primarily Southern Pacif-

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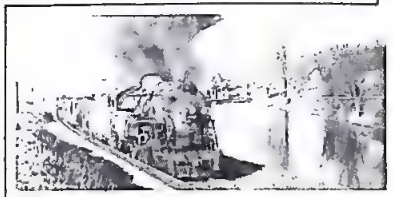

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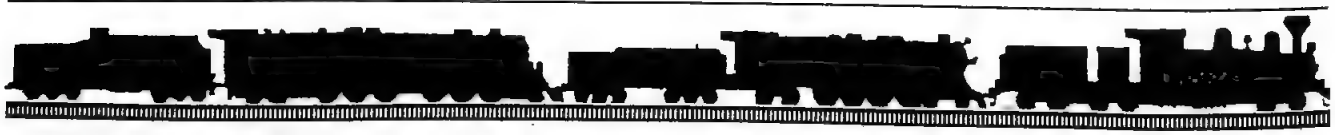

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ic's domain. The narrator, by the way, does a nice job of explaining the Santa Fe and SP activity portrayed, and each new runby opens with the time, date, train and location being flashed across the screen.

After presenting a very enjoyable hour of diesels popping out of tunnels and wrapping themselves around Tehachapi Loop and Bealville Curve, Hopewell finishes up with a heavy eastbound SP drag which keeps losing one of its road units on the grade. We hear the engineer talking on the radio with the dispatcher as the train passes above its mid-train helper on the loop. The dispatcher insists that the helper must come off at Tehachapi to return west for another assignment, but the road engineer argues that without the helper, he won't have enough operable dynamic brakes, and his crew will have to set retainers for the descent into Mojave. What could be more typically-Tehachapi than this? Hopewell has managed to capture all the gritty drama of California's big hill in this modestly-priced video—B.K.

"The Glacier Express," produced by International Video Network and distributed by Pentrex, P.O. Box 94911, Pasadena, CA 91104-4911. VHS only, 52 minutes, $39.95. For a limited time only, Pentrex is offering this program at $19.95 with the purchase of any other tape from Pentrex.

This gem of a production proves once again (if it ever was in doubt) that it does not require a railfan to produce an excellent railfan videotape. The producers are makers of a series of tapes on the world's major areas of tourist interest, such as the great cities of the world, parks, etc. This tape shows that their high skills are not lost when it comes to a railway journey. And the $19.95 price in today's market is quite remarkable for a 52-minute tape.

The *Glacier Express* is one of the great tourist attractions of Switzerland, and this tape takes us for a ride on the *Express* from its eastern terminal, the famous town of St. Moritz in southeast Switzerland, to the resort of Zermatt in southwest Switzerland. The route is listed in Cook's Continental Timetable as one of the ten most scenic in Europe; it deserves the title, with numerous spiral tunnels, cog rails over especially graded portions of the line and tracks on mountainsides.

The tape starts with a brief look at St. Moritz and then takes us aboard the train (meter gauge) for the trip to Zermatt. There are numerous runbys, views from the cab and pacing shots from the air. Interspersed are brief looks at some of the towns through which the train passes. We see the dining car and the unique wine glasses with the curved stems so that passengers will not spill the wine while passing over 12% grades. Operation of the railway is not ignored, with scenes showing the CTC operator at work and the engine changes that take place en route, as the train passes over three railways, each with its own character. There are brief interviews with some passengers, including the trip director of the Pacific Coast Chapter of the R&LHS and a few of their group, who were traveling on the train as part of Swiss Rail Tour. A look at the new (1982) twelve-mile Fuka Oberalp Tunnel shows the portals, and the description tells how the tunnel made possible all-year operation of the railway, where previous winter operations were not possible due to the severe weather on the pass. The tape ends with a brief look at Zermatt (no motor vehicles allowed in town, just horses, wagons and little battery-powered electric vans), and a view of the nearby Matterhorn.

Within three weeks of first seeing the tape, I had made my reservations for the *Glacier Express*, of which I had not known prior to seeing the tape; the trip confirmed the perfection of the tape. The photography is uniformly excellent, the music is consistent with the scenery, the narration is both concise and informative, and the editing is superb. For the fan who loves rail travel and would like a truly perfect view of one the world's most scenic rail trips, this tape is an absolute must. Also, unlike many railfan tapes, this production can be enjoyed equally by the non-railfan; there can be no greater tribute to a railway tape—RICHARD FOREST, ESQ.

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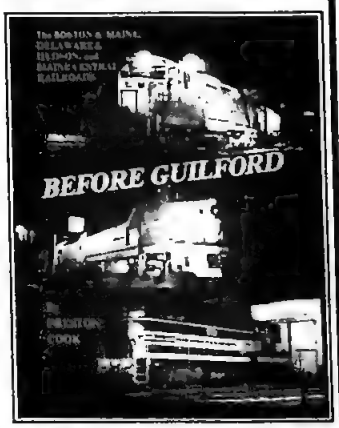

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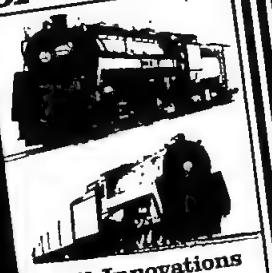
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Incidentally, the "Florida Bound" night scene of the Seaboard E4s at Hamlet is used on the dust jacket of *Seaboard Motive Power*, a fine new book by Warren Calloway and Paul Withers. With excellent black & white and color reproduction of a fine selection of SAL diesel photos (action and roster views), this book is very nicely handled and packs a lot of information. The 256-page 8½"×11" hardcover sells for $45.00 plus $2.00 shipping from Paul K. Withers, P.O. Box 36, Halifax, PA 17032.

What's New?

One of the biggest books we've received in a while is the 10"×13¼" hardcover titled *An American Journey by Rail*. The writing of Chicago *Times* Magazine Editor Timothy Jacobson and color photographs by Canadian Dudley Witney are combined to take the reader on an imaginary tour of various American railroads, primarily those which still host some form of passenger service. Overall, it's a good coffee table book for casual reading, with more than 110 color photos and 40 historical black & white photos illustrating key topics mentioned in the text. Since Witney is not your typical railfan photographer, much of his color imagery concentrates on subjects other than trains, revealing instead the scenery and people to be found along America's railroads. Where this book really shines is its generous spacing of the photos, usually one to a page—and in some cases a single powerful picture gets the full 20" spread. Noteworthy among Witney's color work is the sensitive composition of architectural details, the high angle used to accentuate the arcing climb of Amtrak's *California Zephyr* around the Big Ten curves and the snowy scenes of BN on Marias Pass. The text is basic picture book material, discussing in layman's terms the history and contemporary function of U.S. railroads. Several photo captions contain minor errors however, such as Lackawanna's Tunkhannock Viaduct misspelled as Tuckhammock. At a remarkably reasonable $29.95 though, *An American Journey by Rail* is a bargain. That price ap-

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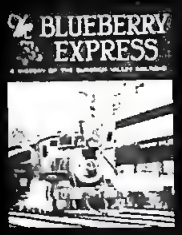

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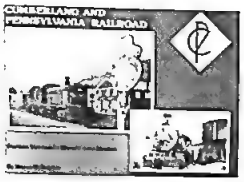

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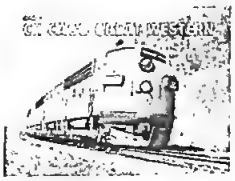

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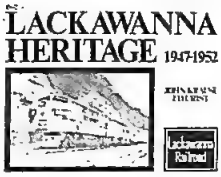

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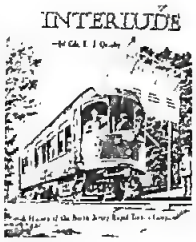

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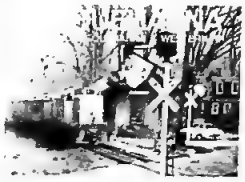

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plies until December 31, 1988; thereafter the book will sell for $35.00. It is available from W.W. Norton & Co., 500 Fifth Ave., New York, NY 10110.

The Potomac Chapter NRHS has released its second and final installment of their Baltimore & Ohio steam operations series, *B&O Steam Finale Volume II*. Authors Deane Mellander and Bob Kaplan set the stage with descriptions of Sand Patch, the BR&P and steam's last stand on the Newark (Ohio) and Chicago Divisions. Then the photographs of William Price take over, every one of them printed in vivid color. There's page after page of action scenes with B&O S1s, T1s, T3s, Q4s, etc. pulling *and* pushing tonnage up Sand Patch and working the yards and coal lines of Pennsylvania and Ohio. Maps, timetables and grade profiles provide additional background to the B&O steam saga, and perhaps as a hint of things to come from the Potomac Chapter, the book ends with the B&O diesel roster from January 1953 (the railroad operated its farewell steam trip in May 1958). The 152-page, 8½"×11" hardcover, limited to 6000 copies, sells for $39.00 plus $2.50 shipping (Md. res. add 5% tax) from the Potomac Chapter NRHS, Box 235, Kensington, MD 20895.

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Ore-hauling railroads of the Great Lakes region eventually transfer their taconite and coal loads into lake freighters, which are the subject of Eric Hirsimaki's second installment in his pictorial coverage of trans-lake shipping titled *The Lakers Volume II*. Excellent photos of a wide variety of tankers, bulk freighters and other types of boats are presented in a color album format, with keyed captions toward the back of the book loaded with details on each vessel portrayed. The 128-page, 8½"×11" book is available as a softcover for $32.50 plus $2.00 shipping (Ohio res. add $2.28 tax) or as a hardcover for $38.50 plus $2.00 shipping (Ohio res. add $2.70 tax) from Mileposts Publishing Co., 3963 Dryden Drive, N. Olmsted, OH 44070.

Calendar Call

The 1989 calendars really poured in this month. Leading the pack is Charles Ditlefsen's "Those Magnificent Trains" wall calendar, which celebrates its 10th anniversary with the 1989 edition. This 12"×24" foldout presents some fine color photography on heavy coated paper. Subjects include doubleheaded UP 4-8-4s in 1955; Milwaukee Road boxcab electrics at Three Forks; B&O 2-8-8-0 7157 in the snow-covered Pennsylvania countryside in 1954; frontal views of a UP rotary snowplow and Challenger 3985 inside the Cheyenne roundhouse; an Amtrak F7 popping out of a solid rock tunnel with the *San Francisco Zephyr*; Southern's Berkshire 2716 steaming broadside across a bridge; SD45 5333 leading an eastbound Rio Grande freight out of Moffat Tunnel; N&W 1218 making a smokey ascent up Southern's loops; a spectacular desert sunset highlighting a Santa Fe freight at Cadiz, California; Rio Grande and SP power working Colorado's Tennessee Pass in brilliant fall color; four CB&Q E units on the *Denver Zephyr* in 1968; and modern Norfolk Southern power braving a snowstorm. This one is well worth the price of $8.95 from CEDCO Publishing Co., P.O. Box 1807, Mill Valley, CA 94942.

Another treat from CEDCO is their pocket-size "Those Magnificent Trains-1989" desk calendar. Its 5"×7" wire-bound pages display a seven-day planner (complete with holidays and lunar conditions) adjacent to sharp color images such as D&RGW narrow gauge rotary plows clearing Cumbres Pass; CB&Q GP9 221 on a passenger local; Fs and SDP40Fs in Amtrak's bloody-nose paint; McCloud River 2-6-2 No.25 in the snow; an NdeM GP38-2 alongside a leased CN C424 at Valle de Mexico Roundhouse; warbonnet Santa Fe F7s taking the *Grand Canyon* out of Chicago; UP U50s at Topeka and SD40s in the Deschutes River Canyon and much, much more. This, too, is well worth its $8.95 price. Order from address above.

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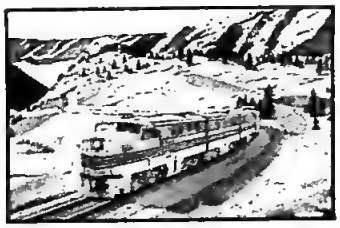

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follows the same 12"×24" format as the "Magnificent Trains" wall calendar but features railfan Ron Hill's color photography of commercial aircraft such as an Air Canada 727, Aero Mexico DC10-30, Quantas 747SP and others. "Those Magnificent Planes-1989" sells for $8.95 from CEDCO Publishing (address above).

Delving further into non-rail subjects, we might mention the Marine Historical Society of Detroit's "The Lakers-1989" calendar, which offers nicely-reproduced 8½"×10½" color photos of tugboats, freighters and passenger steamships on the Great Lakes. Fans of that region's iron ore railroads should appreciate a calendar like this. It sells for $8.00 plus $1.00 shipping (Ohio res. add 56¢ tax) from Mileposts Publishing Co., 3963 Dryden Drive, N. Olmsted, OH 44070.

This month's selection of 1989 calendars gets back on track with the "RDC '89" calendar from The Weekend Chief Publishing Co. This 11"×17" foldout opens up with a terrific pacing shot of Rock Island's *Choctaw Rocket* with RDC-3 9003, and continues with more excellent color photography of RDCs on various roads including Australian National Railways; CNJ, GN, C&EI, DSS&A, M&StL, NP, PRSL, NYS&W, LIRR and Ferrocarriles de Cuba. Printed on heavy coated paper, the "RDC '89" calendar sells for $6.95 plus $1.00 shipping ($2.00 shipping for foreign orders) from The Weekend Chief Publishing Co., P.O. Box 1676, Mineola, NY 11501.

The East Penn Traction Club's 1989 calendar contains some excellent black & white photos of traction subjects printed on heavy coated paper depicting Lehigh Valley Transit freight motors and Brill cars; Philadelphia Suburban Transit's Jewett-built 40; Hershey Transit Brill No.27; PRSL wooden interurbans; Philadelphia Transportation PCCs and Brills; Philadelphia & Western Brill 163; Red Arrow Lines double-ended Brill No.10; Atlantic City & Shore interurbans and SEPTA's modern Kawasaki city cars. This 11"×17" foldout can be ordered for $7.00 postpaid from East Penn Traction Club c/o Richard Allman, 327 Rock Rd., Villanova, PA 19085

An interesting mix of steam, diesels and streetcars in northeastern Pennsylvania is offered in the Lackawanna & Wyoming Valley Railway Historical Society's "1989 Railway Calendar." On the front cover is a color photo of Lackawanna Valley Railroad's NYO&W-liveried U30B 901, and the remaining 13 black & white photos show CNJ 0-8-0 283 in 1945; DL&W RS3 907 and SW9 556 side by

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side at Scranton's Taylor Yard; Lackawanna & Wyoming Valley boxcab No.401 leading three hoppers through Moosic; an A-B set of Reading FTs in 1946; Scranton Transit car 391; DL&W 4-6-2 1132 going through the Scranton wash rack in 1937; three Wilkes-Barre Railway streetcars; an EL GP7/GP9/SDP45/GP35/U33C consist approaching Nay Aug Tunnel in 1973; Erie 2-8-0 1675 at Rock Junction in Dunmore; three Lehigh Valley SW8s helping Quakertown & Eastern 2-8-0 No.4 with a Bethlehem-to-Hazleton excursion in 1969; D&H Geeps leading NE-87 at Dupont in 1980; Dallas car 322 of the Wilkes-Barre Railway and Hudson Coal Co. Lokie No.48 pulling narrow gauge coal cars at the Olyphant Colliery. This 11″×17″ foldout calendar is a bargain at $3.75 postpaid (Penn. res. add 17¢ tax) from the Lackawanna & Wyoming Valley Railway Historical Society, P.O. Box 1152, Scranton, PA 18501-1152.

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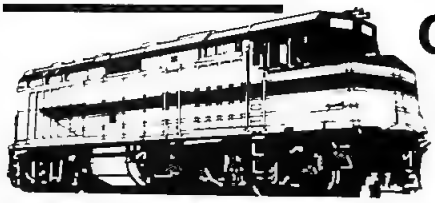

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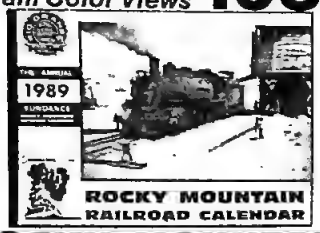

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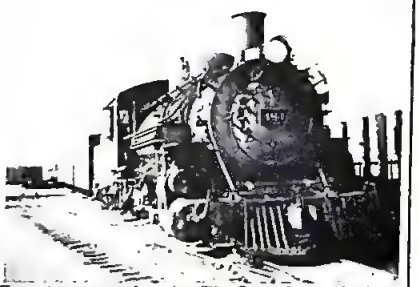

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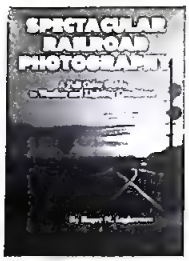
ing stock drawings with complete specifications. Every facet of this fascinating example of modern rail operation is examined and illustrated here in grand fashion. It is published by Capitol Transport Publishing and available for $9.98 postpaid from The Map Factory, P.O. Box 12629, Seattle, WA 98111.

Book Reviews



Spectacular Railroad Photography, by Roger M. Ingbretsen, published by Hundman Publishing, 5115 Monticello Drive, Edmonds, WA 98020. 128 8½"×11" pages, hardcover, $32.50 plus $1.75 shipping and handling (Wash. res. add $2.54 tax).

True to its title, this is one spectacular book. All color and beautifully designed and reproduced, it is a showcase of photography that will be an inspiration to any railfan: the armchair observer or active photographer. It is not, however, a particularly useful instruction book on how to go about creating those photos.

Roger Ingbretsen's message is simple: great rail photos are often made in adverse weather and lighting conditions. A self-professed "foul weather photographer," he promotes the advantages of taking photos at sunrise and sunset, in the fog and rain and in snow and at night. And his stunning photos back up his opinions very well. Where the book fails, however, is in telling you *how* to work in those conditions.

His advice, while generally good, is often absurdly simple. It's like telling someone how to make a million in the stock market by saying "buy the right stocks." Telling someone to "be creative" and "capture the mood" is not exactly an instruction on how to do it. There is little solid information on how to shoot in fog, for example. He tells you to "underexpose by one-half to two stops" but gives nary a hint at how to take a "normal" light reading to determine where to begin.

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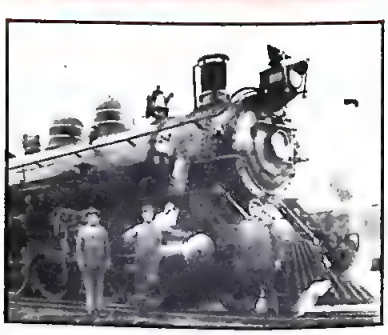

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While his often repeated advice is to bracket exposures, he ignores the fact that one can seldom bracket a moving subject. And he barely scratches the surface on the techniques or potential of night work. An odd aspect of this book is that virtually all the photos were made with a normal lens, and while it does show the potential of the oft-maligned "normal," it definitely overlooks the creative power of wide angle and telephoto lenses, an important part of today's railfan photography.

One can almost sense a lack of coordination between the author and the book designer. "The Splendor of a Sunrise" chapter begins with a sunset shot, even though there is also a chapter entitled "The Serenity of a Sunset." While the captions point out photo techniques with varying degrees of effectiveness, there is virtually no information on the who-what-where of some very interesting subject matter. This would have been a much better book if it had been presented as a railfan pictorial with a little bit of photography philosophy—Ingbretsen's message is excellent and well worth studying, but the "Full Color Guide to Weather and Lighting Conditions" pretense of the book simply is not followed through with substance.

Well, now that you're no longer expecting a "Kodak Guide to Railfan Photography," just settle back and enjoy this book for what it does present. There is hardly an unworthy image in the bunch, and there are some truly superb ones to study and learn from. While sunrises, sunsets, rain and fog present the expected interesting scenes, the most striking photo to me was the one on page 108 of an overcast mountain scene of a Pend Orielle Valley Geep in a cement mill. In this photo everything is rendered in muted tones of gray except for the brilliantly red Geep—it would make a great calendar shot!

Ingbretsen's message of "foul weather photography" is a sound one and may get a few of us late sleepers and fair weather fiends out into some of the more adverse and interesting weather conditions. For the armchair book reader, this is indeed an entertaining volume, and the $32.50 price is very reasonable for a full color book of this high quality. While it does not live up to its billing as a photography textbook, "Spectacular Railroad Photography" more than succeeds as a pictorial—J.B.

Clinchfield Country, by Steve King, published by Old Line Graphics, 1604 Woodwell Road, Silver Spring, MD 20906. 128 8½"×11" pages, hardcover, $38.00 (add $2.00 for shipping; Md. res. add sales tax), VISA and MasterCard accepted.

Clinchfield Country can be some of the most beautiful mountain vistas you've ever seen—and it can also be the most dismal backside of a coal economy hell-hole you could imagine. *Clinchfield Country* shows you both sides of the Clinchfield Railroad and the corners of Kentucky, Virginia, Tennessee and the Carolinas that it laces together. While nearly everyone can agree on the beautiful scenery, whether black SD45s slogging through the rain-drenched gob piles alongside grimy coal loaders are ugly or interesting depends on whether you are a tourist, a coal miner or a railfan.

Though all the photos in this book are in full color, it is not your typical dazzling color picture book. There are a few too many grimy black diesels amid dreary gob piles for that. Unfortunately, in a quick first scan of the book, your eye will also tend to pick out the noticeable minority of off-color and washed-out photos, as well. But upon more careful examination, the book reveals the handsomely varied images that are so typical of the countryside itself. There are detailed views of numerous coal loaders and a row of "coal bucket" trucks in Elkhorn City as well as six-motor GEs and EMDs in fall colors and gray and yellow F-units ranging from grime to glory. The color reproduction is excellent, although some of the photos are

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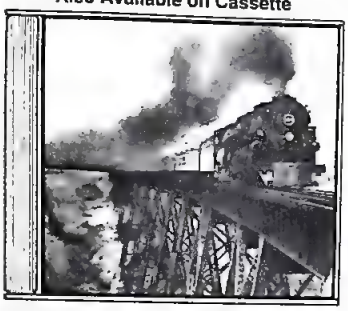

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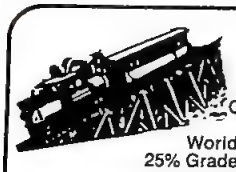

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If it's not a picture book, then what is it? *Clinchfield Country* is an intelligent and sensitive look at the railroad that was swallowed up by the CSX Corporation on December 31, 1982. Its chapters review the history of the railroad, describe coal mining as it relates to railroading, delve into pre-1983 train operations and depict the diesel-era motive power from colorful switchers to businesslike black U36Cs and SD45-2s. Numerous maps throughout the book give the overall picture and sort out the important details, such as the coal yard at Dante and the tunnels in The Loops. Clinchfield authority David Devault, in addition to contributing numerous photos and editorial assistance, provides a unit-by-unit diesel roster, complete with dispositions as of 1/1/83. There is also a list of stations, with mileposts and passing siding lengths, and a tally of tunnels with length, milepost and elevation. For two precise "slices" of the Clinchfield, there is the dispatcher's sheet for December 30, 1982, and a situation report map showing the position of every train on the railroad at 10:45 a.m. on February 7, 1981.

If you have ever stood in the dampness of Dante and smelled the coal smoke from the home furnaces as a trio of SDs rattles the windows of the houses just above the First Baptist Church, or watched a set of big U-boats wind their way down The Loops, or listened as the yardmaster at Spartanburg in the mid-1970s answers the telephone "CC&O," then I don't need to sell you on this book. If you haven't, the next best thing to the first-hand experience can be purchased from Old Line Graphics for $40 —J.B.

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André Jackson

The author of our article on the restoration of Frisco 4-8-2 1522 tells his own story pretty well:

"I've never been quite sure how I became interested in trains. The nearest I can figure is that I was born on the wrong side of the tracks. In this case, that meant that I came into the world on January 25, 1962, at St. Mary's Infirmary in St. Louis. This edifice just happens to be located directly opposite St. Louis Union Station—albeit separated by a quarter-mile or so of once-busy railroad yard trackage.

"At any rate, from what relatives tell me, I received my first train set at age three, which I promptly ran into an early demise while ignoring more pedestrian toys. It was then, I think, that adults began to worry about my future sanity. This first train set (sorry, but I don't remember what scale or brand) led to a Lionel set, followed by HO. Over the years two HO layouts followed, being built on a

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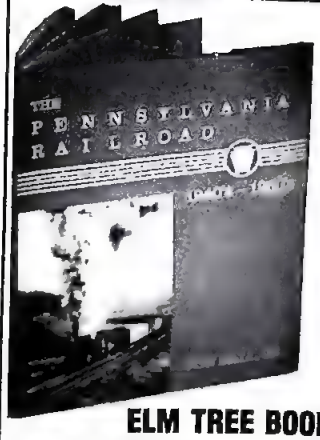

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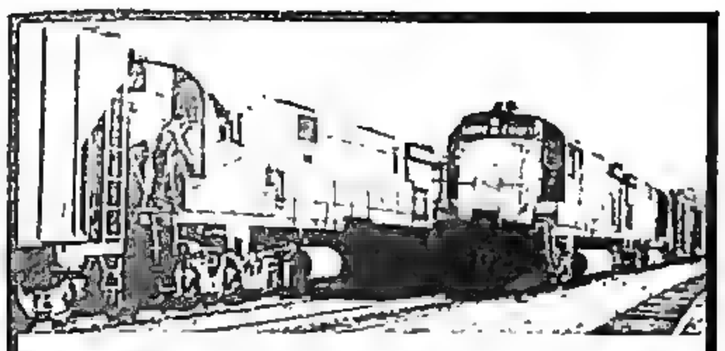

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"Switching to prototype interests, while I'm way too young to have seen steam in regular service, I did come of age at an interesting time. I can remember departing Union Station behind GM&O E7s on the *Midnight Special.* A trip to Detroit to visit an ailing relative necessitated a trip on a remnant of N&W's *Wabash Cannonball.* At the age of six, I endured motion sickness during a cross-country trip on a Union Pacific streamliner bound for Los Angeles.

"In my teen years, armed with a used Minolta SRT-201 bought with saved lunch money, I photographed scarlet-nosed Amtrak E-units on the point of the old *National Limited.* Watching the ground shake outside Union Station as a SDP40F/E9 duo departed for Kansas City with a vengeance is still fresh in my mind. A grade school field trip to Chicago saw me observing with keen interest such delights as Chicago South Shore & South Bend heavyweight interurban cars, old Illinois Central electric heavies, Fairbanks-Morse diesel switchers on the Milwaukee Road and French-built Turboliners on Amtrak's St. Louis-Chicago runs.

"My first two years of college at Northwest Missouri State University in Maryville were an opportunity to observe tri-weekly trains along N&W's hill-and-dale branch line to Council Bluffs, Iowa. A kindly station

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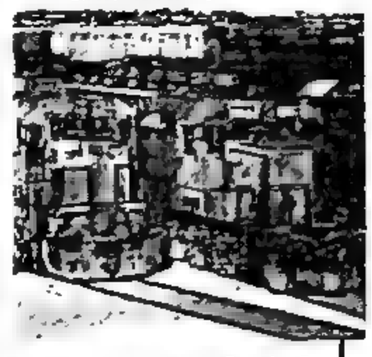

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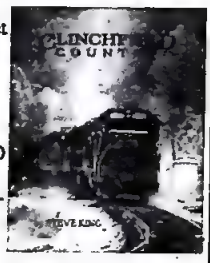

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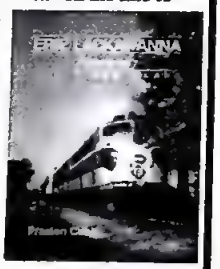

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Old Line GRAPHICS

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agent and several engineers on the line occasionally let me ride in the cab of the highhood Geeps while they switched around town. On one such occasion, as the train growled up the ruling grade, which happened to be just behind the campus, I noticed we were gathering speed. At that moment, the engineer asked where I would be jumping off. Gulp! Visions of maimed limbs passed quickly through my mind. Luckily, both feet hit the pavement okay and the crisis passed.

"My final college years at Southern Illinois University-Edwardsville found me mixing trips to the Chicago & North Western and N&W (ex-Nickel Plate) main lines through town to watch trains. Considerable time was also spent wandering along the abandoned Illinois Terminal interurban line which meanders through the campus.

"My love affair with steam began in 1983, when N&W J 611 arrived in St. Louis on an excursion mission. My first encounter with the huge 4-8-4 on the eastern approach of the MacArthur Bridge over the Mississippi River left me nonplussed. 'This is it?' I thought. 'This thing doesn't make as much noise as a diesel!'

"That opinion changed as I found myself at the head of a photo line the next day. As Don Purdie whipped the J into a frenzy, she pounded by in an explosion of noise, wind, cinders and dust. 'Aha,' I thought. 'This must be what the old timers had talked about.' The first of two cab rides in that engine helped cement my growing affection with this form of motive power.

"After that, I began to lose interest in diesels, living instead for fantrips. After graduating from SIUE in 1984 with a degree in journalism, television-radio and business, I hired on with the Wilkes-Barre, Pa., *Times Leader*. Besides being a former bustling railroad town, Wilkes-Barre is only 30 minutes from Scranton. Steamtown!

"Although Steamtown USA has had its problems, ultimately leading to the cessation of excursions this year, it was one impressive show. Here was a realistic performance of big-time steam railroading. Double-headed steam trains of long Tuscan red coaches winding through the scenic mountains of Pennsylvania on a double-track Lackawanna main line. Who could ask for more?

"Only a job offer from the Kansas City *Times* in 1985 kept me from applying as an apprentice fireman for Steamtown. Two years in Kansas City led to more fantrips behind 611 and frequent journeys aboard Amtrak back and forth to St. Louis.

"A 1987 career move led me home to the St. Louis *Post-Dispatch*. A conversation with a member of the St. Louis HO-Gaugers model railroad club led me to the 1522 and the St. Louis Steam Train Association. SLSTA member John Calcaterra often regaled club members with tales of working on the real thing. Always having been the responsible sort, I figured it was time to start paying for all those fantrips enjoyed over the years. So, I joined the SLSTA. I never understood why the fellows allowed me to join after 90% of the hard work had been done. Anyway, since they put me right to work, I guess they accepted me.

"I am a former member of the Union Center Railroad Association, an HO-scale club located in St. Louis Union Station before renovation efforts caused its eviction. I am also on the membership rosters of the GM&O and N&W historical societies. If somebody ever gives me a membership application, I'll join the NRHS.

"Presently, I am the city courts reporter for the *Post-Dispatch* in St. Louis. Active in several journalism organizations, I also speak to groups of young people as often as possible.

"Being single and childless gives me ample time for such exotic pursuits as shoveling soot out of the 1522's firebox. Future plans call for learning more about the 1522 and steam in general. If I can ever stop fooling around with the prototype, I plan to build an HO version of the N&W's famed Radford-to-Bristol, Va., line which saw J's on joint Southern-N&W varnish and Y6 2-8-8-2s on freights well into the late 1950s.

"I also plan to eventually solve the thorny question of just how I came to be involved in this exotic avocation." ⊂

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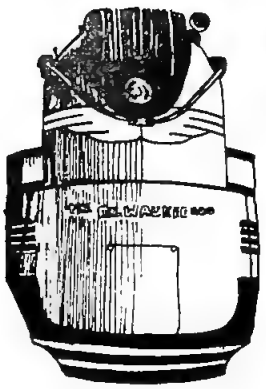

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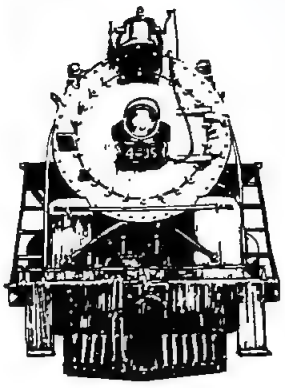

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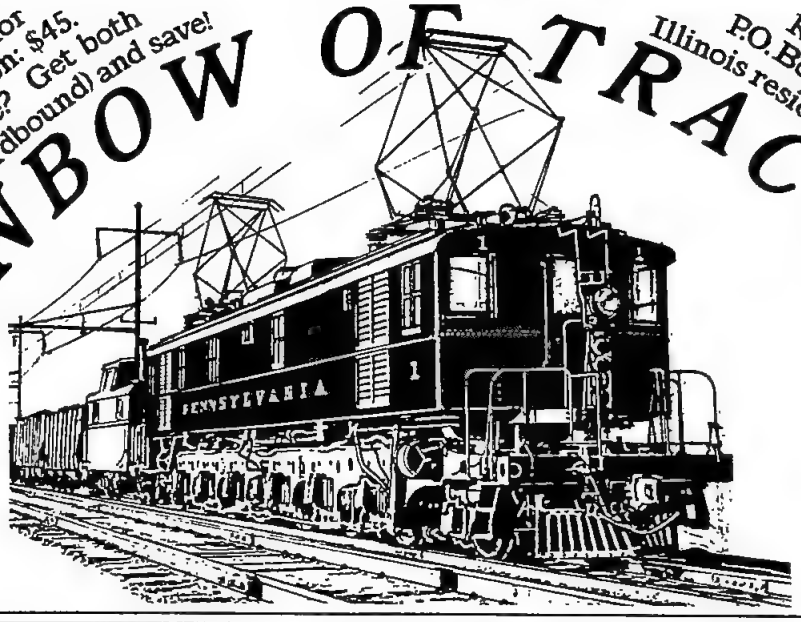

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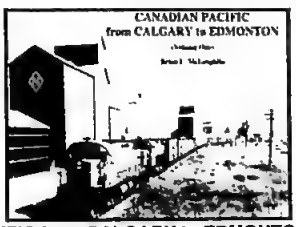

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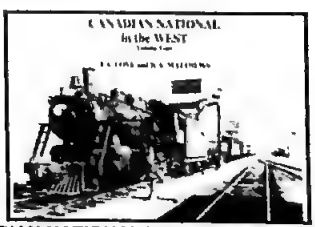

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Transit Currents

Diesel Trolleys for

It's taken ten years of planning and track laying, but trolleys will indeed return to Galveston, Texas, in the near future. The first one was delivered in June 1988, manufactured by the Miner Railcar Company of New Castle, Pennsylvania. The cars are intended to look like regular, honest-to-goodness streetcars of roughly turn-of-the-century vintage but will be powered by diesel engines to save the cost of the installation of overhead wire, substations and other things associated with electrification.

There are 4.7 miles of track in Galveston that crisscross the east end of the island and connect the Strand District with the Beachfront. It is expected that the line will get a heavy tourist ridership, but it is also intended to be a part of the regular Galveston transit system. Three more cars are supposed to be delivered before the end of the year. Thanks to Ed Mead for the news.

Farewell, Yakima . . . Hello, Dallas

What's been going on with the interesting trolley operation in Yakima, Washington? Kenneth Johnsen sent a letter with the following information. The City of Yakima lost the lawsuit with Congdon's Orchards over the right-of-way through Congdon's land. The city decided that it wasn't practical to run two isolated segments (the Wiley City Line and the Henrybro Line) along with the main line to Selah.

Reluctantly, the Yakima Interurban Line Association agreed, and the city sold the two west lines for salvage. The money recovered from the salvage project has been placed in a trust fund, and the interest earned from it will be used to fund trolley maintenance for the remainder of the system. Ken notes that this is a major shift in policy by the city because it is the first time since the small trolleys from Portugal arrived in Yakima that the city has actually participated in funding. This change in policy may be a very positive long term trend for the city. The YILA is trying to overcome the problem preventing the trolley system from becoming a true museum and gaining a place on the National Historical Register. The fly in the ointment is that when the Union Pacific Railroad donated the entire YVT Railroad to Yakima in 1985, the UP retained ownership of the land on which the shop and carbarns are located. UP wants to sell the land, and YILA wants to buy it, so a trust fund has been established specifically for this purpose. Fully deductible donations will be cheerfully accepted for the "carbarn acquisition fund," at Yakima Interurban Lines Association, P.O. Box 649, Yakima, WA 98907. The National Historical Register lists the YVT as eligible for inclusion pending removal of an objection that was filed by the Union Pacific when the property was originally nominated. With the purchase of the carbarn property the objection will no longer be valid.

The YILA feels that the property has enormous potential as a Washington State Railroad Museum. It has already gained the support of several Washington railfan groups who are now lobbying at the state legislative level to try to make the dream come true. The first step, however, is to gain ownership of the carbarn property. Ken notes that the high bidder on the salvage of the two west lines has sold all of the track and overhead fittings to Dallas for the McKinney Avenue line. Ken enclosed some sad photos of trackage being torn up and says that he hopes that demolition of the west lines was not a death in vain.

Dallas: McKinney Avenue

Clyde Howard sent some information about a traction activity in Dallas that's rather upbeat; this is in pleasant contrast to the gloom surrounding the defeat of the June bond referendum for the Dallas Area Rapid Transit. Progress on the McKinney Avenue Line, which uses the old streetcar tracks that were buried for years under the asphalt and uncovered during the street's refurbishment, is coming along well. Mr. Howard says it looks as if it will see service in the very near future, despite being a year or two behind the initial, rather optimistic schedule. One car—an ex-New Orleans vehicle—has already been refurbished, and work is well underway on a second. Most of the track work is done, and the financing is in place or at least committed. Necessary pole work has been done, but as of mid-July 1988, the wire has not yet been put up. Apparently, electrical overhead components from the Yakima Valley Transportation west side abandonments have been purchased, along with rail to build extensions on various Dallas streets near McKinney Avenue.

The McKinney Avenue Line is a joint public/private partnership which has been pushed along primarily by the McKinney Avenue business group. The city of Dallas is cooperating, and apparently DART may participate to some degree in that there will be coordination of the regular transit system with the McKinney Avenue Line. There may even be an extension of the existing trackage to the Dallas Museum of Art/Concert Hall complex in the Dallas arts district. We look forward to more news on this. Again, thanks to Clyde Howard.

Ferry me back to Old Hoboken

Continued growth of the trans-Hudson passenger travel market has made it imperative that Port Authority TransHudson Cor-

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

BY GEORGE M. SMERK

Galveston

poration rapid transit service and the bus and auto use of the Lincoln and Holland tunnels be augmented with ferry service. On May 8, 1988, the Port Authority of New York & New Jersey and the Battery Park City Authority announced an agreement on a ferry service. The Port Authority's five-year capital program approved by the governors of New York and New Jersey aims at easing the journey for New Jersey commuters to the lower Manhattan area. The new TransHudson Ferry Terminal will be located at Battery Park City at a point north of North Cove, close by the World Financial Center.

The ferry service will have the potential to carry 6000 passengers in the peak hour and should provide some relief to the crush of the PATH rapid transit line between Hoboken and the World Trade Center as well as the Newark and World Trade Center lines. By the early 1990s, New Jersey Transit's waterfront connection will be in place and will permit some of the peak-period NJ Transit commuter trains that now terminate in Newark to proceed on to Hoboken. The ferry terminal in New Jersey will be located close by NJ Transit's rail and bus terminals in Hoboken. At present, it appears that the ferry service will operate during the morning and evening peak hours only.

"And call the San Fernando Valley my home"

I had a colleague here in the IU Business School who, when asked whether he would like to teach the management course on decision making, responded, "maybe." The same thing applied to those who were supposed to make up their minds about the location of the light rail line prepared for construction in the San Fernando Valley. The San Fernando Valley Rail Study Committee was supposed to choose between a number of routes. While there were several other options, the panel was very much divided on whether to build the line along the Ventura Freeway from Universal City to Warner Center, or along the so-called Chandler-Victory route. The latter would use a Southern Pacific freight right-of-way from North Hollywood to Warner Center that now sees very little traffic. The line may or may not be underground in residential areas. But the NIMBYs (Not In My Back Yard!) brought much pressure on the committee in opposition to the Chandler-Victory route.

Adding to the fun, just before the big decision-making was to take place, was an engineer's report from the California Department of Transportation that said double-decking the heavily congested Ventura Freeway is feasible. An upper deck from the Hollywood Freeway to Las Virgenes Road in Calabasas is estimated to cost only $910 million, displacing more than a thousand homes and businesses in the process. The Caltrans engineers recommended two lanes of traffic in each direction on the elevated structure, or two traffic lanes and a rail line. The plan that Caltran put forth was designed only for buses and carpools on the upper deck. With this information before it, the San Fernando Valley Rail Study Committee gave a resounding "maybe" and left it up to the Los Angeles City Council to choose between the Ventura Freeway route and the Chandler-Victory route.

Martin Gombert, who sent the informa-

STEVE BROWN

ON DISPLAY at the Railway Supply Association trade show in Chicago in September was one of the new diesel-powered trolleys manufactured by Miner Railcar of New Castle, Pa., for use in Galveston, Texas. The cars have a traditional turn-of-the-century appearance but are powered internally.

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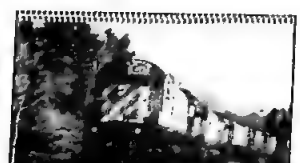

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Transit Currents

tion, writes that those who moved out to the San Fernando Valley in the immediate post-war era to escape the problems of Los Angeles have now inherited those same problems because of the enormous population growth, increased traffic, crime and massive development which have moved to the San Fernando Valley during the last quarter of a century. As a result, there's a huge, area-wide backlash against development. Martin opines that it is a shame that the proposed light rail line along the Chandler and Victory Boulevards is the one that has the most opposition. Martin notes that the construction costs of that line would be relatively low, and it would serve many major passenger generators, not unlike the MAX line in Portland, Oregon. Now, what will the Los Angeles City council do? Thanks also to John Lee for additional information.

Jacksonville's peoplemover

Jacksonville, Florida, is a bustling city of 700,000 residents. Suffering from traffic congestion as much as any other large city, Jacksonville has chosen to construct the Automated Skyway Express, which is the city's name for an automated people mover. There are 75,000 people employed in downtown Jacksonville, which makes it second only to Miami in the state's downtown workforce populations.

The elevated rail system chosen for Jacksonville is patterned after the one in Lille, France, and is called Matra VAL. The very first part of the skyway will run east and west along Bay Street across the heart of downtown, just off the northern bank of the St. John's River. Phase 1A is seven-tenths of a mile long and will cost $32 million. It will connect the main terminal at the Prime Osborn Convention Center to the Southern Bell building and the Omni International Hotel. Phase 1 in its entirety will cost another $80 million and will run perpendicular to the original railway, connecting points along a route about 2½ miles long that will run from Florida Community College of Jacksonville, located to the north of downtown, to St. John's Place on the south bank of the St. John's River. The initial line segment will operate in a fashion similar to airport guideway shuttles with two cars moving back and forth, while the completed Phase 1 operation will employ 14 cars, each able to carry up to 92 people.

The city decided on this mode of transit after the Urban Mass Transportation Administration agreed to cough up $23 million of the $30 million cost of the start-up line. Thanks to Perry J. Maull for this information.

New York: Fading graffiti

Officials in New York City and at the New York City Transit Authority (NYCTA) think that the graffiti plague is finally playing itself out.

The New York City subways have been the symbol of the awfulness of the defacement of the city, with the graffiti-stained cars being rolling metaphors of everything that was wrong with cities in general and particularly wrong with New York. About 95% of the cars had been disfigured. According to the latest numbers, by May 1988 about 86% of the 5956 NYCTA cars had been rendered graffiti free. The amount of work to get the cars clean and to keep them that way is staggering and expensive, but already it appears to have increased the public confidence in the rapid transit system. In addition to the enormous efforts of maintenance personnel, the

MILES MORAN

The Pennsy K4 was the dominating passenger power from the '20's through the end of WWII. However the K2's and K3's came before and were just as exciting as any Pacific-types in the country. This scene at Richmond, Ind. shows in 1935 the K2 was still an important factor in Pennsy's scheme of operation. Don't forget the crossing watchman--an important factor in keeping autos and trains apart!

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transit police have been doing a better job, and it has become a lot harder for minors to buy spray paint and the other things used in creating graffiti.

The secret seems to be keeping the cars clean and taking disfigured cars out of service immediately upon discovery of the graffiti. Better security to keep the cars from being defaced in yards or while in storage is also helpful. Thanks to Dennis A. Livsey for the news.

Flashes

Both the House and the Senate have agreed to provide money for **WASHINGTON METRO**. It should be in the $200 million range and sufficient to keep construction going on a continuing basis, while allowing for the acquisition of 60 new rapid transit cars. Congress also earmarked $57 million for the Baltimore Metro Line extension to Johns Hopkins Hospital and $13 million to Maryland Commuter Rail (MARC) for additional cars.

Ridership is so heavy that since June 27, 1988, Washington Metrorail has been starting operations at 5:30 a.m. weekdays instead of at 6:00. It's a convenience to some riders and has helped to spread out the huge loads of passengers that Metrorail is carrying these days.

The **BALTIMORE** rapid transit Reisterstown Plaza metro station area is to be the site of a mass transit administration long-term lease of property for development purposes. The Seton Metro Center will be built on the site. The Baltimore and Washington news is courtesy of Marion J. Zych, Jr.

Harvey Hylton sends information that **DAYTON** may be getting cold feet about taking bids on new trolleybuses. Perhaps the trolleybus and electric traction craze of the 1930s and 1940s will catch on again because the federal government has set standards for diesel-powered transit buses for the early '90s that will be extraordinarily difficult to meet. Maybe we need a motto such as "Think Volts!" The famous Dayton Holly Trolley, which is a 1948 Marmon-Herrington trolleybus, specially painted for the Christmas holiday season, was part of a tug of war. Trolleybus enthusiasts both in San Francisco and Cincinnati had strong wishes to possess the Holly Trolley. The Miami Valley Regional Transportation Authority will give the Christmas trolley coach, No.559, to San Francisco, and a similar type of vehicle to the Cincinnati Transit Historical Society. In San Francisco No.559 will maintain its Christmas colors and will be in operation on the many trolleybus routes.

In **CHICAGO**, the Southwest transit project has about 85% of its engineering design work completed. There is now a continuous flow of construction contracts out for competitive bidding, and it is expected that there will be 20 separate contracts released through the fall of 1988. The first section of the line in the construction process will be from Western Avenue to Canal Street. This will include the Halsted, Ashland and 35th-Archer stations. The line, running from the Loop to Midway Airport, should see some dirt thrown in 1988 and completion in the fall of 1992, taking one year less than originally expected thanks to the windfall of some federal funds that were not being utilized in other parts of the country.

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ROCK ISLAND E6 630 Following eight years of intensive restoration work, Rock Island E6 630 made its debut reappearance at the Topeka, Kansas, Third Annual Railroad Days over the Labor Day weekend, September 3-5, 1988 (see page 4). The unit, built in 1941 as one of five RI E6s (and two E3s), now wears an Imron version of Rock Island's *Rocket* paint scheme. Its twin diesel engines were fired up for the first time in eleven years and left to idle throughout the Railroad Days celebration.

In 1980, the Kansas City Railroad Museum purchased the 630 with funds accumulated from a trust begun in 1977. Nearly $60,000 and hundreds of manhours in volunteer labor went into the E6's restoration, which involved fabrication and installation of new cab and nose sheetmetal, new radiator roof grilles and new stainless steel trim strips, plus refitting of the carbody and handrails. While no exact dates have been scheduled yet, the museum hopes to operate excursions throughout the Midwest using several of their passenger coaches with the 630.

Prior to World War II, a total of 118 E6s were built for 14 railroads. Rock Island's 630 was originally ordered for service on the *Arizona Limited* but was instead placed in general passenger service systemwide, finally ending its career in the late 1970s running RI commuter trains out of Chicago—the last prewar passenger unit in regular service.

AMTRAK'S *INTERNATIONAL* A new locomotive face has been showing up at Chicago's Union Station. Beginning August 10, 1988, Amtrak's six-day-a-week Chicago to Toronto *International* will go back to using VIA equipment on three of the six days. It appears that VIA has dedicated an F40 and several rebuilt LRC coaches for *International* service. Alternating trainsets is not a new idea, as VIA LRC equipment formerly made the run. The LRC equipment became mechanically unreliable, and the practice was discontinued in 1982. VIA's new F40s and rebuilt LRC coaches are much more compatible with Amtrak operations.

VMV ENTERPRISES Although this locomotive leasor/rebuilder is only two years old, it is making quite an impression in the railroad industry, having bought the Illinois Central's famous Paducah, Kentucky, shops from the ICG on August 27, 1986. VMV Enterprises and the Paducah & Louisville Railroad are both subsidiaries of CG&T Industries.

At a Railway Supply Association trade show in Chicago during September 1988, VMV displayed its "GP36P" 3600 (although the VMV builders plate lists it as a "GP36"). The 3600, rebuilt GM&O GP35 2543, is part of VMV's lease fleet. The change from GP35 to GP36 represents the rebuilding, and the "P" represents an on-board microprocessor installed on the unit. The computer monitors many diagnostic and operational functions, such as fluid levels and wheel slip. The 3600 also debuted in public VMV's new gray, blue and red livery and also their "VMV Paducahbilt" herald. This latest livery is reportedly well liked by VMV management. The 3600 was not VMV's first idea of a paint scheme, however. GP40 6673 (former CSX 6673, SBD 6673, SCL 1516, nee-SAL 601), was dressed in the first VMV scheme (see page 82). While GP36P 3600 introduced the new livery in public, the first unit to receive it was GP40 6684 (former CSX 6684).

Also, VMV is building SD40-2s for NdeM that look like SD45s. These units are actually chop-nosed carbodys and frames of former Southern Railway SD45s, with the electrical and mechanical innards of an SD40-2. Presently, four such units have been delivered: 13063, 13064, 13065 and 13066 (SR 3168, 3169, 3140 and 3137 respectively). Ten more are to be delivered to NdeM.

The feeling around the Paducah shops these days is one of pride. The management and employees are proud of their work, and it shows in the finished products. As one manager observed, "we offer quality products and service with quality people."

Incidentally, the letters "VMV" are the owners relatives initials.

THE RSA TRADE SHOW 1988 was a year for equipment to be on display at the annual Railway Supply Association (RSA) trade show. The trade show is an annual event, but outdoor equipment displays are held only once every four years. This year's display was held at the former ICRR passenger station in downtown Chicago September 19 through 21. GE displayed Cotton Belt Dash 8-40B 8050 and UP Dash 8-40C 9206. EMD was represented with Oakway SD60 9000 (promoting its power-by-the-hour leasing concept) and its "F50CM" 268 (ex-Amtrak SDP40F 531). Actually EMD's "engineering research vehicle," the 268 is a test bed for the hardware for Amtrak's new F69s. It is very seldom seen outside the plant. During the RSA show, it was representing both EMD and Siemens touting the a.c. technology of the new F69s. Presently, the 268 is equipped with a.c. traction motors and is basically an SD50 in a full carbody. See the May '88 R&R for more details on the F69 and an artist's rendering.

Locomotive remanufacturers were also represented, as Mid-America, Morrison-Knudsen, Peaker Services and VMV Enterprises each had locomotives on display.

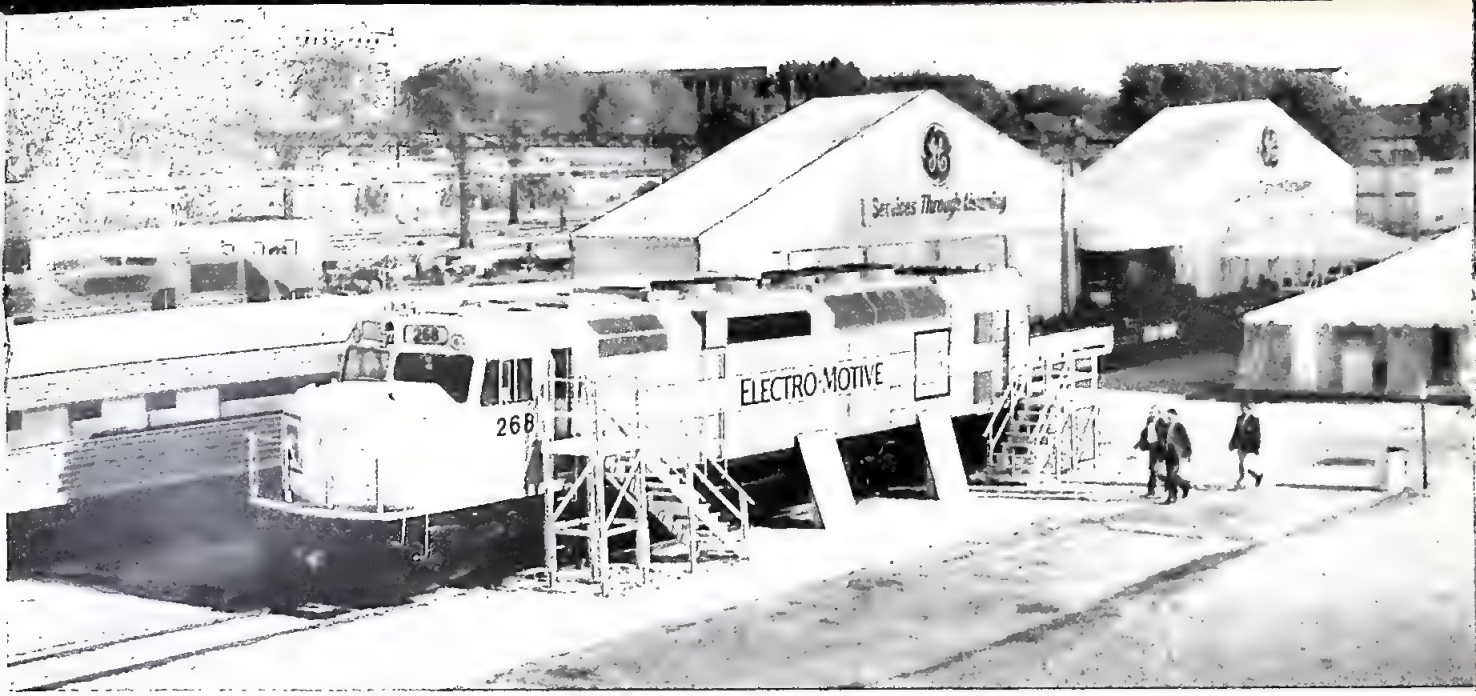
F59PH 526 In Toronto, GO Transit is taking delivery of 16 F59PHs (520-535) being built in London by GMDD. Different from U.S. and Canadian F40s, these locomotives are the first blending of the Canadian wide-nosed cab with the cowl carbody on a B-B unit (CN's SD50Fs are generally similar, though the GO units have no "Draper taper"). Some apparent changes in the cab include a three piece windshield (the SD50Fs have four pieces), the movement of the number boards and class lights down onto the nose itself and repositioned side cab access doors. These F59PHs are rated at 3000 h.p. using a turbocharged 12-cylinder 710 EMD engine. GO Transit presently has a fleet of F40s and three versions of passenger GP40s, all with turbocharged 16-cylinder engines. Reportedly, GO is hoping to eventually standardize its fleet on the more fuel-efficient F59.

ASEA BROWN BOVERI New Jersey Transit has awarded a $26 million contract for six electric locomotives to Asea Brown Boveri of Lawrenceville, N.J., to be completed by summer of 1990. The first unit is expected in February of that year. The contract contains an option for six additional units. Asea Brown Boveri is the merged product of ASEA of Sweden and Brown Boveri of Switzerland (see May '88 RAILNEWS, page 29). ASEA was a subcontractor to EMD on the AEM7, and ABB is presently working with Amtrak on "F40AC" 202, a wrecked F40PH rebuilt with a.c. traction motors. Although a model number for the new NJT units has not been announced, they will resemble Amtrak's AEM7s.

BN'S EX-SP&S HIGH LINE What used to be the Spokane, Portland & Seattle's 79-m.p.h. main line between Spokane and Pasco, Washington, and, in more recent years, a 55-m.p.h. freight route for Burlington Northern, is now an all-but-abandoned secondary line where, at best, a train passes once or twice a week, often slowed to 15 m.p.h. by malfunctioning A.B.S signals. Currently listed as the 30th Subdivision of BN's Spokane Division, the 130-mile segment of the ex-SP&S High Line between Pasco and South Cheney is still locked in corporate limbo after BN rerouted all of its Spokane-Pasco traffic over to the roughly-parallel ex-NP main line (May '88 RAILNEWS). The official word from BN is that they're continuing with plans to abandon the 30th Sub, but options remain for reopening or sale of the line if traffic levels increase beyond the NP line's capacity.

Meanwhile, BN is still servicing the grain elevator at Lamont, 104 miles east of Pasco, on an as-needed basis with a local listed on the company train sheet as the Lamont Turn. Normally powered by a single Geep, the Lamont Turn was being called out of Pasco once, sometimes twice a week during the peak grain rush of mid-1988. While the elevator at Rodna (8.6 miles east of Lamont) shipped its last loads during the summer, Lamont is expected to fill out cars through the end of the year.

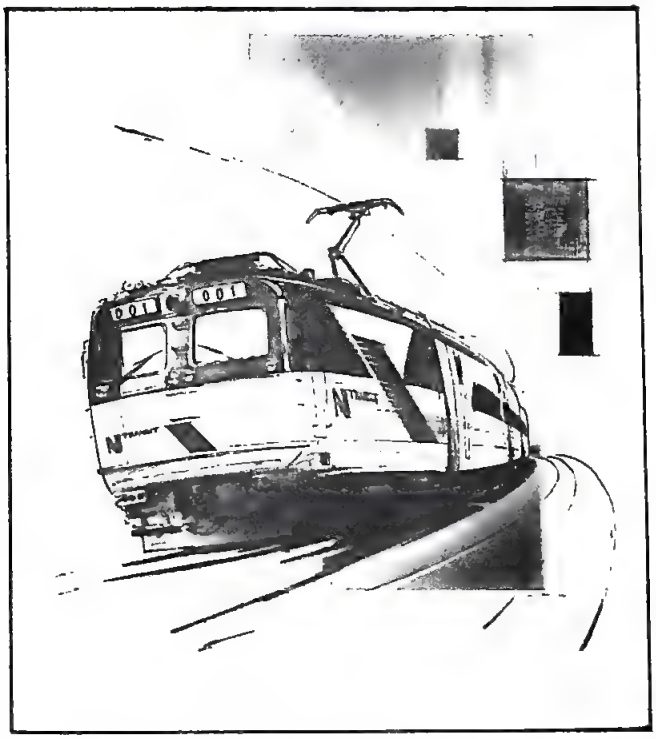
HIGHBALL THE SP-D&RGW Rio Grande Industries' proposed purchase of the Southern Pacific was approved by the ICC on August 9, 1988, a mere six months after RGI filed its application. By early October, the $1.8 billion transaction should be complete, with RGI's Denver & Rio Grande Western Railroad merging into SP to form the nation's fifth largest railroad, totaling 15,046 route-miles. The ICC's decision will go into effect October 12. Although RGI is buying the SP, the new system will retain the Southern Pacific name and will be headquartered in San Francisco. There are reports that a new merger paint scheme is being considered that will incorporate colors and/or elements of both the D&RGW and SP liveries.



STEVE BROWN

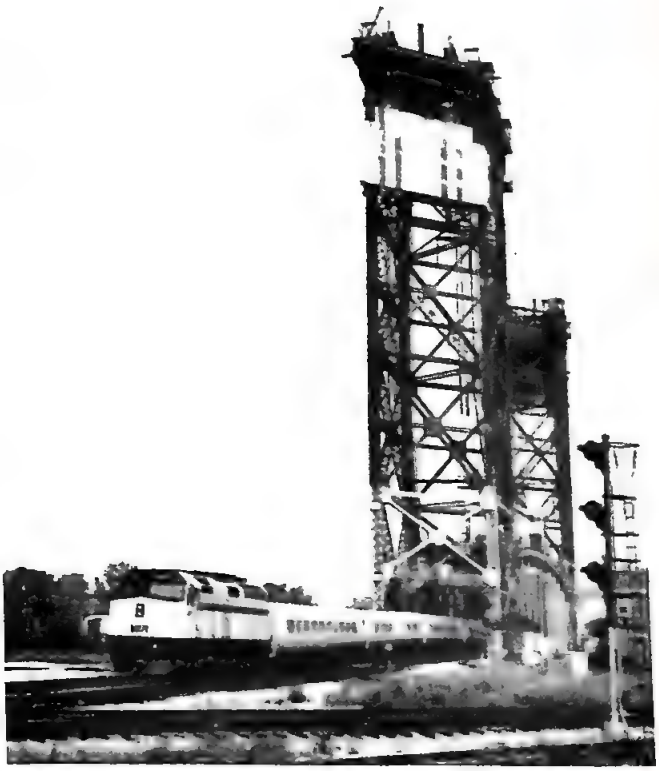
THE RSA TRADE SHOW was held at the old ICRR passenger station in downtown Chicago on September 19-21. EMD's "engineering research vehicle" 268 has the Siemens a.c. traction motors to be used on Amtrak's F69s.

ARTWORK, ASEA BROWN BOVERI



ASEA BROWN BOVERI is building for New Jersey Transit six electric passenger locomotives which will resemble Amtrak's AEM7s, as illustrated above. The $26 million order is to be completed by summer of 1990.

STEVE BROWN



AMTRAK'S *INTERNATIONAL*, which runs between Chicago and Toronto, now uses VIA F40s and rebuilt LRC coaches three of the scheduled six days each week, alternating with Amtrak F40s and Amfleet. On September 12, 1988, VIA F40 6407 is shown crossing the former-PRR drawbridge at 21st Street outbound from Union Station.

BRUCE KELLY

BN'S EX-SP&S HIGH LINE between South Cheney and Pasco, Washington, now sees only one train on a periodic basis, the Lamont Turn. It is shown westbound at Washtucna with GP38-2 2099 long-hood forward leading ten grain loads from Lamont on August 18, 1988.

Boasting east-west routes through the central and southern portions of the West, the new SP will possess "operating flexibility and new competitive clout to go head-to-head against trucks, Santa Fe and mega-merger rail lines like Union Pacific," according to RGI Chairman Philip Anschutz. The ICC's 120-page written decision states that "redundant operating facilities will be eliminated, and both railroads anticipate a reversal of their market share losses once consolidated under common management." Immediate changes will include revised train schedules and the sale of various non-rail assets to finance the purchase of new equipment.

W&LE MERGES WITH N&W On September 20, 1988, the Wheeling & Lake Erie Railway Co. merged into its parent company, Norfolk & Western. The W&LE's stockholders approved the merger during a special meeting held September 16, and on the 18th, each railroad's Board of Directors furthered the proposal. The W&LE owns trackage in Ohio which is leased to and operated by N&W, a subsidiary of the Norfolk Southern Corporation. The Wheeling had been operated as part of the Nickel Plate since December 1, 1949.

B&M's "CONN RIVER" LINE Negotiations were completed September 13, 1988, for the Boston & Maine's sale of its Connecticut River Line to Amtrak for $2.4 million; Amtrak then sold the line to Central Vermont Railway for the same amount. The two-step transaction marked the end of a legal battle between Amtrak and B&M's corporate parent, Guilford Transportation Industries, which began when Amtrak was forced to discontinue its Washington-Montreal *Montrealer* service in April 1987 because of poor track conditions on the 48.8-mile Connecticut River Line between Brattleboro and Windsor, Vermont. Amtrak then moved to condemn the line in order to gain control of it from B&M; the ICC responded in favor of the passenger carrier.

By July 1988, when the ICC officially endorsed Amtrak's condemnation plan, the Connecticut River Line was in such poor shape that speed restrictions of 10 m.p.h. were in effect and Guilford had shifted much of its own traffic onto other routes to avoid spending the capital necessary to repair the track. In early August, the ICC cleared the way for a speedy sale of the line to CV by exempting the transaction from standard court hearings and filings. To no avail, Guilford charged that Amtrak's sale of the line to CV would be illegal, as CV is Guilford's primary competitor in northern New England.

With the Connecticut River Line now in CV's hands, track rehabilitation will be getting underway, eventually raising track speeds to 59 m.p.h. for passenger trains and 40 m.p.h. for freights. No date has been set for Amtrak's resumption of *Montrealer* service.

NICKEL PLATE 587 After over six years of planning and work, the City of Indianapolis' Nickel Plate Road 2-8-2 587 is now an active steam locomotive (page 82). The 587 is an H6o (yes, H6*o*) class Mikado built in September 1918 by Baldwin as Lake Erie & Western 5541 (b/n 496823). It was renumbered to 587 in 1924 when the LE&W became part of the NKP system. The NKP donated the Mikado to the City of Indianapolis in 1955, where it was placed on display in a local park. Serious steps toward restoration began in the early 1980s, and the all-volunteer "Friends of the 587" restoration crew was formed. The locomotive was moved the Amtrak's Beach Grove Shops, and dismantling began in April 1984. Major work commenced at a steady rate, and on August 29, 1988, 587 was test fired for the first time. Because Amtrak needed the floor space in the Beach Grove shops, the 587 was then moved to a secure location on the Indiana Railroad in Indianapolis. Between 1982 and 1985, the 587 project chairman was well-known railroad and freelance photographer Jay Williams of Indianapolis, who stepped down due to job commitments. Presently, 587's leadership is jointly handled by Chief Mechanical Officer Cliff Hadlock; Paul Butcher, who takes care of the accounting and promotion; and Mike Mettert, who is a mechanical and promotions person.

The 587 did stretch her legs a bit. On September 3, she ran a short hop to the Indiana State House complex for display in conjunction with the 100th Anniversary of the State House. Afterwards, on the same day, 587 made a 60-mile round trip with the tool car to Morgantown, Ind., over the Indiana Railroad.

On September 10, the 587 made its official "break-in" runs hauling 20 loaded coal hoppers to the Indianapolis Power & Light's Homer Stout facility located within the Indianapolis city limits on the Indiana Railroad. There, a small ceremony was held with Indianapolis' deputy mayor breaking a bottle of champagne on the front coupler. On September 17 and 18, 587's inaugural excursions consisted of two successful 160-mile round trips from Indianapolis to Logansport over Conrail's ex-PRR Frankfort Secondary. The train consisted of a tool car and eight streamlined stainless steel coaches and was sponsored jointly by the Indiana Transportation Museum and the Friends of the 587.

It appears that the 587 will be kept fairly busy. As we go to press, they already have scheduled a ferry move to Columbus, Ind., on September 30 for display and return to Indianapolis on October 2. An October 9th outing is planned for the Indiana Department of Natural Resources from Indianapolis to Anderson, Ind., over the Conrail former-NYC "Bee Line." Also, the groundwork is being laid for round trips on October 29 from Indianapolis to Indiana University at Bloomington.

The restoration of the 587 thus far seems to be a good one, as its mechanical record is flawless. Even as 587 was being fired up for the first time, one crew member stated "we had to make very few adjustments." The Mikado also enjoys a good relationship with the area railroads. The 587 is another feather in the cap of 1988 and will definitely be an interesting engine to watch.

STEAM POWER A welcome addition to the Durango & Silverton this year was the Animas River Railway's diesel-hydraulic "doodlebus" motor car, which operated local passenger and freight service from Rockwood into the Animas Canyon. On Sunday, September 4, 1988, the motor car broke one of its powered axles, causing it to derail just north of the high bridge below Tacoma. A steam locomotive was dispatched from Durango to bring the doodlebus back to Rockwood.

Snowplow-equipped K28 478, a coach and a covered gondola were assembled to fill in for the doodlebus on Monday and Tuesday to handle the Labor Day rush, but ARR service was suspended for the balance of the season. The D&SNG has not made any final decision on the doodlebus for 1989, but they reportedly would like to convert it to a more conventional diesel-electric drive—KEVIN IMFELD.

PERE MARQUETTE 1225 It was a smoky show on September 3-4, 1988, when ex-Pere Marquette 2-8-4 1225 made test runs between Owosso and Chesaning, Michigan. Tuscola & Saginaw Bay GP35 389 was coupled behind the 1225 for braking purposes, but the 1941-built Lima Berkshire ran under her own steam.

Now owned by the Michigan State Trust for Railway Preservation, the 1225 began its long process of restoration on the Michigan State University campus in 1971 and was moved to the former Ann Arbor Railroad back shops in Owosso in 1983 for completion of the largely volunteer effort. The 1225's first public excursions were scheduled for October 8 and 9 from Chesaning to both St. Charles and Owosso over TSBY's ex-New York Central Saginaw-Lansing line.

AN NYS&W WEDDING When NYS&W Police Lieutenant "Chip" Griner told NYS&W President Walter Rich he was getting married and asked to borrow the "car," Walter threw him the keys and said "Here, take the entire train." Thus on September 24, the "Wedding Special," consisting of Dash 8-40B 4008, GP18 1802, NYS&W's glass-end theatre observation car 509, diners 507 and 508 and NYS&W's newly acquired heavyweight business car 510, the *Otto Kuhler*, a 1927-built Pullman open platform observation car of D&RGW ancestry. The drumhead read "Matrimonial Express, Chip & Laurie, September 24, 1988."

The "Wedding Special" departed Little Ferry, N.J., around 1:45 p.m. and headed west to pick up the groom and wedding party at Ridgefield Park. The future Mrs. Griner boarded at Hawthorne, and the train stopped for 30 minutes at Wortendyke for the ceremony performed by Midland Park Mayor Faith Walker. A few miles west, the special had to take a siding for approaching eastbound stack train NY-10. The Wedding Special went as far west as Sparta Junction, where it stopped on level track for a reception dinner before returning to Little Ferry.

PERE MARQUETTE 1225 is shown during one of her September 3-4, 1988, test runs between Owosso and Chesaning, Michigan, over Tuscola & Saginaw Bay's ex-NYC line. The 2-8-4 operated under her own power but pulled T&SB's GP35 389 for added braking.

BRUCE KELLY

AN NYS&W WEDDING aboard a special train united NYS&W police Lieutenant "Chip" Griner and his new wife Laurie on September 24, 1988. The couple posed on NYS&W's *Otto Kuhler* with Midland Park Mayor Faith Walker who conducted the ceremony.

NICKEL PLATE 587 ran a succesful pair of excursions between Indianapolis and Logansport, Ind., on September 17 and 18, 1988. It is shown backing into Logansport before returning on Sunday.

ROBERT M. HEAVENRICH, JR.

MIKE DEL VECCHIO

STEVE BROWN

ALAN FURLER

STEAM POWER filled in for the ailing Animas River Railway "doodlebus" which broke one of its powered axles on September 4, 1988. K28 478 (with a snowplow), covered gondola and a coach were assembled to replace the now familiar local freight and passenger service until September 6, after Labor Day. ARR service was suspended for the balance of the season. The substitute train is shown (left) meeting sister K28 476 at Rockwood on September 5. The diesel-hydraulic doodlebus was a welcome addition to the D&SNG, shown (above) at Elk Park on June 20, 1988, making its last southbound run of the day. The D&SNG wants to keep the service and is exploring diesel-electric propulsion for the doodlebus with hopes of it running for the 1989 season.

Update on CN's GMD1s

by Leslie S. Kozma
and Charles Bohi

Since we reported on the status of the Canadian National's distinctive GMD1 roadswitchers in the May 1984 issue, abandonment and an aggressive policy of upgrading have further reduced the CNR's network of light-railed branch lines in western Canada and significantly altered operating patterns on the remaining lines in the region. As a result, the CNR's dependence on its unique, light-footed, branch line locomotive, the A1A-A1A trucked GMD1, has been greatly diminished.

Since 1983 an ongoing program has seen 35 1000-series GMD1s converted into switchers for light yard and transfer service. The units are re-trucked with flexicoil trucks from retired GP9s, and controls have been changed to run short hood forward. Converted units are renumbered into the 1100-series by adding 100 to their existing road numbers. This random numbering is likely only an interim measure and is sure to be rationalized in the near future.

FOUR-UNIT SETS of A1A-trucked GMDs can still be found on CN's branches. The 1061 was at Ceylon, Sask., on the Bengough Subvivision (above) on August 2, 1988, while on the previous day the 1036 was at Regina, bound for Moose Jaw over the Central Butte Sub.

PHOTOGRAPHY CHARLES BOHI

In 1988 the CNR initiated a new remanufacturing program that will see at least 15 GMD1s rebuilt for continued operation on its 60- and 85-pound rail branch lines. To be numbered in the 1600-series, these units will retain their A1A-A1A trucks and will be converted to short hood forward operation. Snowplow pilots and anti-climbers on both ends, collision posts on the short-hood end, safety reset controls and event recorders will be installed. They will be reclassified into the new CNR classifica-

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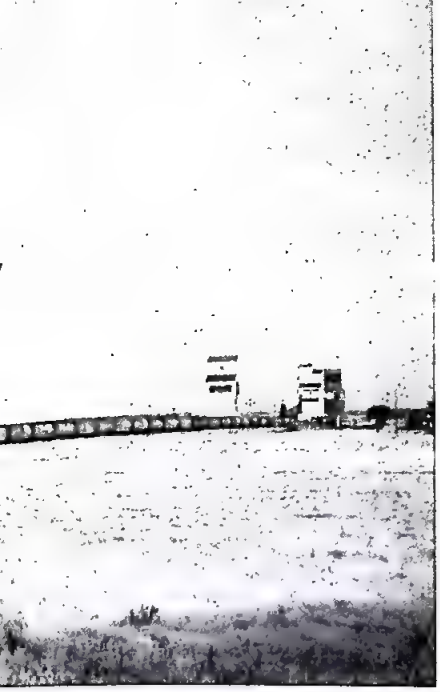

tion system from GR-12 to GR-612 (6 indicates the number of axles, 12 the horsepower in hundreds). As of mid-1988 at least four units had been delivered to Montreal for conversion, with delivery expected soon.

The remaining 33 unmodified GMD1s are likely candidates for conversion in either program, but some earlier units lacking 26L brakes could conceivably be retired and scrapped or cannibalized for parts.

The best places to find the 1000-series GMD1s that remain are at major prairie locomotive servicing terminals and the lines radiating from them. While GMD1s sometimes fill in on heavy rail lines when other power is not available, there are still some branches that are restricted to this light power (see table). Nevertheless, given the upgrading programs now in progress on the CNR, as early as the spring of 1989 the 1000-series GMD1s may well be a thing of the past.

Canadian National Lines Restricted to GMD1 Power

TERMINAL	SUBDIVISION	TRACK RESTRICTED TO GMD1s	MILES
Edmonton, Alta.	Athabasca*	Morinville-Athabasca, Alta.	71.2
	Lac La Biche*	Carbondale-Bon Accord, Alta.	8.4
Pt. Ellice, B.C.	Victoria	Local industrial trackage	1.9
Dauphin, Man.	Winnipegosis	Near Sifton-Fork River, Man.	10.4
Portage la Prairie, Man.	Neepawa@	Local industrial trackage	4.2
	Rossburne@	Near Neepawa-Russell, Man.	104.3
Winnipeg, Man.	Inwood*	Grosse Isle-Fisher Branch, Man.	71.5
	Oak Point	Near Grahamdale-Gypsumville, Man.	23.8
Biggar, Sask.	Bodo	Unity-Cactus Lake, Sask.	40.3
	Porter*	West of Biggar-Cando, Sask.	18.0
Humboldt, Sask.	Cudworth*	Totzke-Meacham, Sask.	14.7
Kindersley, Sask.	Acadia Valley*	Eyre, Sask.-Acadia Valley, Alta.	23.7
Melville, Sask.	Preeceville	Preeceville-Kelvington, Sask.	41.4
	Rhein*	Rhein-MacNutt, Sask.	31.8
Prince Albert, Sask.	Big River#	Shellbrook-Big River, Sask.	56.5
	Blaine Lake	Prince Albert-Shellbrook, Sask.	26.9
	Paddockwood	Prince Albert-Paddockwood, Sask.	22.2
North Regina, Sask.	Avonlea	Moose Jaw-Parry, Sask.	58.4
	Bengough	Radville-Willow Bunch, Sask.	71.5
	Central Butte	Moose Jaw-Riverhurst, Sask.	69.6
	Corning*	Peebles-Corning, Sask.	14.4
	Gravelbourg*	Avonlea-Claybank, Sask.	7.9
	Lewvan	Regina-Lampman, Sask.	115.5
	Northgate	Lampman-Northgate, Sask.	39.4
	Weyburn	Talmage-Radville, Sask.	39.6
Saskatoon, Sask.	Carlton*	Dalmeny-Laird, Sask.	27.8

NOTES:
* Indicates line is up for abandonment.
# Indicates line is a candidate for upgrading.
@ Indicates trackage rights over CPR Portage la Prairie to Neepawa to reach subdivisions.
MILES column is current mileage limited to GMD1 power. Total 1258.4 miles.

Compiled from *CN Prairie Region Timetable No.32*, May 1, 1988, and *CN Mountain Region Timetable No.8*, May 1, 1988.

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MIKE DEL VECCHIO and JACK WHEELIHAN

SIMMERING FOR THE NIGHT at the Wisconsin Central's Schiller Park, Ill., yard, the 1522 created a classic image in the wee hours of Sunday morning, August 14, while laying over between the two 20th Century Railroad Club trips to Fond du Lac.

by André Jackson

Just over three years ago, she was a static museum piece. Posed at the head of a passenger consist at the National Museum of Transport in St. Louis, Frisco 4-8-2 1522 was cold, lifeless and used only as a 598,890-pound photo backdrop.

Today, thanks to the efforts of a volunteer group whose only, albeit adequate, reward is to "see her run," the 1926 Baldwin is again in steam. More than 34,000 man-hours of work over 31 months by members of the St. Louis Steam Train Association were needed to return the handsome machine to operating condition.

To date, she has proven her worth on both freight and passenger trains in three states, ranging far from her former galloping grounds along the old St. Louis-San Francisco Railway. In one case, with a starting boost from two EMD GP15s, the engine hauled a 60-car freight train on the old Missouri Pacific in the St. Louis area. During the first revenue fantrip operated with the big Mountain, the 1522's 69½-inch drivers whipped a 21-car train up to the mile-a-minute mark and held that pace for several miles.

In at least one respect, the 1522 is an ideal excursion engine for today. Built in May 1926 at Baldwin's Eddystone (Philadelphia) plant, the 1522 was originally coal-fired. Demanding passenger schedules and time lost taking on coal and cleaning fires soon led to the engine's conversion to oil. And the Frisco's decision to convert the 1522 to an oil-burner continues to pay dividends in her second life as an excursion locomotive. Thirty years plus into the diesel era, working coaling towers are long gone from the railroads, usually necessitating inconvenient special shipments of coal for steamers. Needless to say, many railroad officials, already concerned about excessive delays caused by excursion trains, would possibly find the need to spot a gondola of coal along their lines an extra operational headache.

With the 1522, all that's needed is a truckload of fuel oil delivered on the road to fill the engine's 45,000-gallon tender fuel tank. Passengers on the Frisco's old *Kansas City-Florida Special* and modern-day excursion riders

1522: Mountain Railroading

The New Spirit of St. Louis

were and are undoubtedly more comfortable without the rain of cinders produced by a coal fire.

With 210 p.s.i. of working boiler pressure supplying steam to cylinders of 28″ bore and 28″ stroke, the Frisco's final ten Mountains in the 1500 class (1520-1529) generated 56,800 lbs. of tractive effort. A Franklin Type C-2 trailing truck booster increased that figure to 65,640 pounds.

The 1522 and the other 29 engines in the class were mostly used in heavy passenger service over the Frisco's 737 miles of main between Kansas City, Memphis and Birmingham and on the St. Louis to Oklahoma City run of 542 miles. The 1500s were ideal for the frequent, sharp curves and heavy grades on portions of these lines which taxed the abilities of both man and machine.

Maintained in near-immaculate condition by Frisco shop forces, the 1500s were among the most handsome steamers in the south and, arguably, the nation. Kerosene and water baths at engine terminals kept their glossy black exteriors shiny. Intricate gold leaf striping on the cab sides and tender beautifully complimented the lines of the big Mountains. Their valve linkage and main and side rods were kept highly polished for the sake of both aesthetics and safety. After all, railroad officials reasoned, it was easier to spot flaws on polished clean rods and valve gear.

The advent of World War II and its resulting surge in traffic saw the 1500s handling trains throughout the Frisco system. By the mid-1940s, the engines were being used in both freight and passenger service. The arrival of EMD E7s, E8s and FP7s, beginning in 1947, eventually bumped the 1500s from their premier passenger duties.

In the last months of her active Frisco service, the 1522 worked the Afton Turn, a local freight job between Ft. Scott, Kansas, and Afton, Oklahoma. She was removed from service in 1951 and moved to the dead line at Ft. Scott. Eight years later, in 1959, the Frisco moved the engine to its Lindenwood Roundhouse in St. Louis. There, shop forces removed asbestos lagging from the boiler and replaced it with wooden framing in preparation for the 1522's donation to the National Museum of Transport on Barretts Station Road in St. Louis. The engine was moved to the museum later that year.

Incidentally, the 1522 is not the only Frisco Mountain in existence. Five others of the class were saved and are on display in locations from Oklahoma to Mississippi. The 1501 is at the City Park in Rolla, Mo.; the 1519 is at Government Springs Park in Enid, Ok.; the 1526 at the Museum of Great Plains in Lawton, Ok.; the 1527 in Municipal Park in Mobile, Ala., and the 1529 at Frisco Park in Amory, Mississippi.

Plotting the return

For more than 30 years, the 1522 sat outdoors at the museum, enduring the ravages of time, idleness and the elements.

A formal letter from Pat Cravens, a St. Louis area steam buff, proposing to rebuild a steam locomotive from the museum's collection for excursion service, began the 1522's rebirth. St. Louis County's Department of Parks & Recreation, which operates the museum, gave a high green to the project in the summer of 1985.

Cravens and his group, which then numbered about a dozen, set to work with a vengeance on September 15 of that year. By then, Cravens and a few other steam workers had selected the 1522 for rebuilding. Why? She was of sufficient size to pull a hefty excursion consist while not having an axle loading high enough to cause excessive operational restrictions. The Frisco's decision to remove boiler insulation in 1959 helped preserve the boiler from corrosion caused when moisture seeps under jacketing. Last but not least, the 1522 was a "hometown engine," according to Cravens. The old Frisco had traditionally maintained a large presence in St. Louis, and engines in the 1500 class regularly worked out of St. Louis Union Station. Other engines considered for overhaul were Southern Pacific GS6 *Daylight* 4-8-4 4460, Chesapeake & Ohio Kanawha 2727 and Nickel Plate Hudson 170.

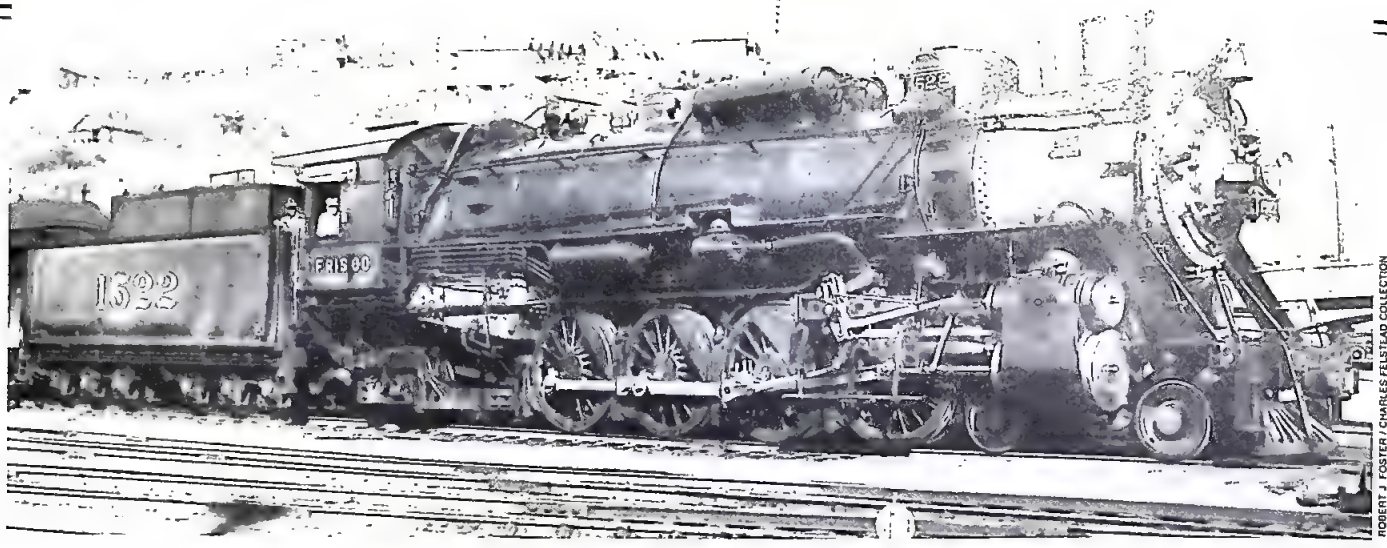
Pat Cravens' organization, the St. Louis Steam Train Association, leased the 1522 from the Museum as the first step in its restoration. Like many volunteer groups that renew and operate steam locomotives today, the 80 or so current members of the SLSTA claim all manner of lifestyles and livelihoods but are united by a fascination with and appreciation of a working steam locomotive. Interestingly, not all members are railfans.

About 30 men (one woman was present during the project's early stages) worked every weekend for nearly three years to see the project through to completion. Ranging in age from early 20s to late 60s, the association members put their varied talents to work. Machinists refinished parts at their workplaces during off-hours, a retired electrical engineer designed a solid-state temperature sensing system for the engine, and two lawyers donated hours to handle the legal work needed to facilitate the engine's rebuild and operation.

Sunen Products of St. Louis is one company with four employees actively involved on the 1522 crew: Dave Roeder, Jim Langford, Bill "Willie" Webster and Don Wirth. Sunen is one of the corporate sponsors supporting the project financially and by allowing the use of its machine shop and tools by its employees. Willie Webster, 48, is a full-time machinist and tool & die maker for Sunen. Much of the project's success is due to his handywork after hours which included making the required rod brasses, turning the crankpins on the drivers and fabricated the hubliners on the lead and trailing trucks.

Other members, such as Don Wirth, had sentimental reasons for joining the 1522 project. With a father, uncle and brother-in-law working in Frisco engine service, Wirth, 47, literally grew up looking at the famous "coonskin" SLSF herald. "I kind of got it in my blood when I was a little kid", he said, recalling trips to the Lindenwood Roundhouse in the days of steam.

Before the 1522 project began, Wirth had often wished that a group would rebuild the engine. Given that sentiment, he was a charter member of the SLSTA.



ROBERT J. FOSTER / CHARLES FELSTEAD COLLECTION

IN HER PREWAR GLORY, Frisco 1522 was captured by roster photographer R.J. Foster in Kansas City in this otherwise undated photo. This photo shows how well kept the 1522 was when she was in regular passenger service.

"After all those years of saying it, you've almost got to back it up if they ask you," he explained. "I've always been a Frisco nut—I couldn't help myself."

Wirth believes that his father might have run the 1522 during his 47 years as an engineer, beginning in 1916. Records obtained by Wirth indicate that his father did run several engines in the 1500 series. On one run in 1940, he was assigned to EMD's famous FT demonstrator set 103. Ironically, one of the A units from that diesel set sat next to the 1522 for years at the museum.

Another volunteer, Jim Seamon, comes from a railroad family. His great-grandfather, a German immigrant, worked on the old St. Louis, St. Charles & Western interurban line. Three members of the next generation of Seamons worked in the Springfield, Mo., shops of the SLSF. Seamon's father was a freight traffic clerk for the Cotton Belt in St. Louis and in Tyler, Texas. Two uncles worked for the SLSF in Springfield, Thayer and Newburg, Mo.

Seamon (the 1522 volunteer) worked for the Missouri Pacific for seven years in the industrial engineering and transportation control systems departments. He currently works in marketing and business planning for ACF Industries.

Railfanning "just came with the family," he said. Seamon joined the SLSTA in December 1985, as soon as he heard about the project through the railfan grapevine. To him, preserving a piece of the steam age is well worth the endless hours of hard work. "I think the steam railroading era is one of the most interesting in mankind's history," he said. "All the industry, all the travel—it was totally dominated by steam. It totally encompassed society."

As far as the steam locomotive goes, "it is probably the grandest machine ever built," Seamon said. "It's all out there for you to see: fire, smoke, steam, rods, wheels."

A lot of work would be needed to return fire, smoke and steam to the 1522. To combat the 1522's 26 years of "sititis," volunteers began work by stripping piping and all appliances from the engine. The sand dome, cab, running boards, boiler jacketing and other items were removed by early 1986.

Inside the boiler, 48 Type A superheater units were removed, along with 48 5½" flues and 209 2¼" boiler tubes. Once the unwieldy tubes and flues had been taken out, crews began sandblasting the boiler interior and cleaning the front and rear flue sheets. With that task completed, the boiler shell was checked with ultrasonic equipment to determine its thickness and condition. The tests revealed that the boiler was sound. Volunteers noted that the side of the boiler which had faced the sun contained much less rust than the portion which was normally in the shade.

All 2000 flexible and rigid staybolts in the boiler were checked, and about 350 were eventually cut out with torches and replaced. Several hundred more were repaired with new sleeves or half-sleeves. SLSTA volunteers cut off the old staybolt sleeves to a point where the shells were sound and then welded new half-sleeves onto the original portions.

Members then turned their attention to the oil-burning firebox. During the 1522's years of inactivity, moisture and sulfur had collected between the firebrick, throat sheet and part of the lower side sheets, causing severe corrosion. Damaged sections were cut out and new steel was prepared by Nooter Corp. in St. Louis, one of several corporate contributors to the 1522 project. "The firebox except for that was in excellent shape," said Welly Lazier, a longtime friend of Cravens' and the number two man on the 1522 project.

About 140 rivets had to be replaced during firebox repairs. "Just getting the old rivets out was one of the worst jobs on the locomotive," Lazier recalled. "It was just a horrible experience." The rivets had to be drilled through before being cut out with a torch. Because of the location and the angle involved, it was extremely difficult to exert leverage on the drill. Members involved in the task had to stand on a ladder or cribbing and drill upward. One particularly stubborn rivet took an entire morning to drill through.

Lazier, 39, first became interested in steam when he saw SP GS4 4449 at DeSoto, Mo., in 1976. "I was just awestruck," he said. The steam bug bit hard, and Lazier soon began chasing steamers on fantrips. He met Pat Cravens in 1977 while both were chasing Reading T1 2101 in Kentucky.

The two kept in touch and eventually worked together in "grunt" service on

C&O 614 and Norfolk & Western Railway J 611. Prior to beginning the 1522 restoration, Cravens and Lazier, along with several other volunteers, did a cosmetic restoration job on the Museum of Transport's N&W Y6a 2-8-8-2 2156.

Into the shop

All of the work up to this point had been done on the 1522's display track in the museum. On a chilly day in February 1986, the partially disassembled 1522 was moved with the aid of a museum diesel switcher from its display track on a lower level to a nearby repair area under a large roof. Before the move, new track was laid into the shed and concrete jacking pads were poured on both sides of the track.

Once the engine was ensconced in her new, open-sided home, disassembly work continued. Using large, portable air-powered jacks, the engine was lifted 30 inches off its wheels and set upon heavy oak cribbing. This gave workers extra space to continue tearing down the engine and allowed access to the mud ring rivets and staybolts which needed replacement when sections of the new throat and side sheets were installed.

With the 1522 firmly established on the cribbing, the pilot truck and the trailing truck with its companion booster engine were removed. Crosshead guides, huge leaf springs, other suspension parts and brake cylinders were also removed. Interestingly, the engine's four sets of drivers were not removed from the site. The driver tires were in nearly-new condition and didn't require turning. Driver axle surfaces were polished with leather straps and polishing compound by Glenn Lindberg, who has since moved to Arkansas for his employer, the Union Pacific Railroad. Crankpins were renewed by Willie Webster with portable machinery borrowed from Norfolk Southern's steam shop in Birmingham, Alabama. During the work on the engine, the tender also received its share of attention. Removed from its six-wheel, Commonwealth trucks, the tank was nestled onto its own set of oak cribbing.

By the summer of 1986, the teardown was essentially complete. Parts of the engine large and small were scattered over a long but narrow area both under and outside the repair shed. The work of renewing and replacing parts while adding new ones began in earnest. For the next 24 months or so, museum visitors gathering at the fence outside the repair area would stare in amazement at volunteers exerting expertise, sweat and old-fashioned muscle to complete their chosen task.

Just outside the shed, a large area quickly came to resemble a somewhat grimy beach as volunteer Karl Bolton wielded a sandblaster to etch away years of paint, rust and other detritus from parts ranging from brake gear to the tender superstructure. Tons of sand were used in the process.

Working from early morning until late in the darkness at the museum, StLSTA workers and visitors countless times heard the shed echoing from the sounds of hissing welders, screeching grinders, whining lathes and other cacophonous machinery. Through it all, Pat Cravens was instrumental in maintaining a sense of order and purpose among the group. A compact bundle of energy with curly red hair, Cravens had the uncanny ability to monitor several projects at once. At one moment, he would be instructing a crew in the proper way to do this or that. Suddenly, his head would rise and, through a sixth sense of sorts, he would dash to an unseen cranny of the 1522 where he sensed a foul-up was occurring.

Known as the "sparkplug," Cravens kept voluminous notes of the 1522's progress on a yellow legal pad that he carried everywhere. Like a drill sergeant, he often exhorted volunteers to work harder and, toward the project's end, faster. At no time was safety compromised, however. Only work of the highest quality met with Cravens' approval.

Although Cravens is reluctant to revel in glory now that the 1522 is operational, any Association volunteer will readily admit that he is the linchpin of the operation. "You take him out, and it's going to be difficult to replace him,"

JACK WHEELIHAN

A TRADITIONAL PORTRAIT of the StLSTA crew was made at Nelson, Ill., on July 22. In the front row, left to right, are Gary Bensman (of NKP 765), Robert Cowger, Chris Molner, Pat Cravens, Mark Konya, Jim Kimmel, Karl Bolton and Scott Muskopf. In the back row, left to right, are Don Miller, Robert Meier, Don Kingsborough, André Jackson, John Calcaterra, Mike Perkins, Tom Mayer, Jeff Schmid, Wellie Lazier, Don Morice and Willy Webster.

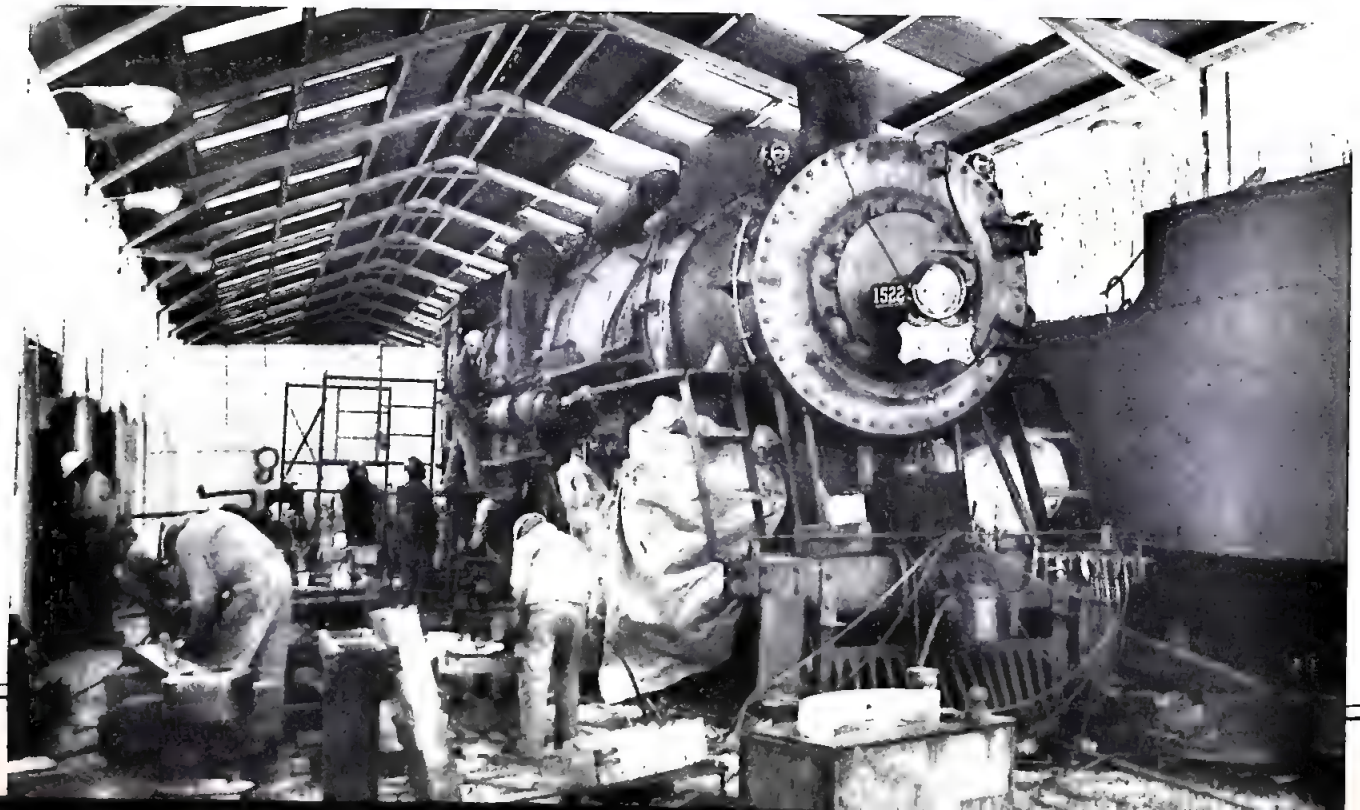
said Welly Lazier. "We've got a real resource in Pat." Self-taught for the most part in the ways of steam, Cravens spent several months in 1979 working with Chesapeake & Ohio 4-8-4 614. "I just wanted the experience," he said, describing his stint as being largely composed of "grunt" work. "There's probably nothing I'd ask anybody to do on this engine that I haven't done."

Cravens' knowledge of steam, gained in part by working with 1½" scale live-steam engines, is invaluable today. "That's knowledge that's gone to the grave so many times; its unique now," Lazier said.

By summer 1986 new flues and tubes were being installed. A fan placed at one end of the boiler made temperatures inside during the searing St. Louis summer a little more bearable. "It's tolerable," Lazier said of the boiler temperature during those sweat and grunt sessions.

As 1987 rolled into view, progress on the 1522 became more visible. That spring, the tall steel cab was replaced on the engine frame. At about that time, the engine was lowered onto the drivers, thus putting the 1522 back on its "feet." Placing the engine again on its wheels meant that laborious efforts to rebuild the bearing and suspension gear were largely complete. All springs were reconditioned, driver axle boxes were rebuilt with new bronze hubs and holes were drilled for new lubrication lines. The pilot and trailing trucks were rebuilt, and the booster engine was reconditioned. The booster's test, accom-

THREE PHOTOS DON WIRTH



OVERHAUL OF THE 1522 was begun outdoors (opposite top, October 1985) at the Museum display site but was then moved into a pole barn shop (below, March 1988). The front flue sheet (above) is viewed from inside the boiler.

plished with compressed air, delighted everyone on hand. All new springs and bushings were applied to pilot and trailing trucks.

The first of several hydrostatic tests were run in the spring of 1987. Minor boiler leaks necessitated additional tests, which were repeated about four times until the boiler was tight and had been tested in the presence of an FRA inspector.

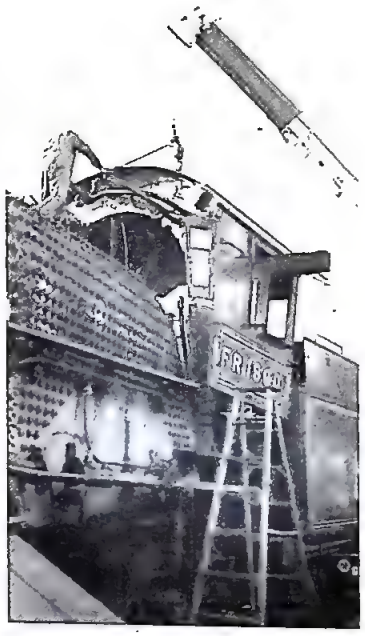
For the first time in over 30 years, the engine was steamed up on July 16, 1987. It passed in fine style. SLSTA members were "ecstatic" over their pet project's performance. "We had been working a lot of extra hours that week to do it on schedule," said Welly Lazier.

The engine was brought to working pressure over a period of three days in order to let the boiler "basically anneal itself," Lazier said. "Steam was kept up for several days, and members got their first chance to sound off on the engine's baritone whistle," recalled a laughing Welly Lazier. It seemed that suburban St. Louisans living in the vicinity of the museum weren't used to the sound of a steam whistle echoing across the nearby hills and occasionally called to complain.

After the steam test had been completed, assembly work on the 1522 continued. Cab fittings, including a state-of-the-art 26L brakestand, were installed. An added feature not dreamed of in 1926 is a sophisticated temperature monitoring system using microprocessors and thermocouples connected to 20 points on the wheel bearings and crosshead guides. The system monitors temperatures above that of the engine frame at each point. An alarm sounds when temperatures reach 125° Fahrenheit above frame temperature. The temperature readouts are displayed on a panel on the rear cab wall.

The system was designed by Don Kingsborough, a retired electrical engineer with McDonnell Douglas in St. Louis. He also installed a diesel m.u. control system (designed by SP 4449 crew member and EMD Supervisor of Field Engineering Jack Wheelihan) on the 1522.

Kingsborough, 66, is not your typical railfan. In fact, he's not a railfan at all. He looks at steam locomotives as just one of many types of interesting machinery. During the engine's inaugural excursion in August from suburban Chicago to Fond du Lac, Wisconsin, Kingsborough was heard to remark in his precise accent he couldn't understand romantic feelings for machines.



That's probably the mechanical mind of a engineer overriding the heart.

"I just always wanted to work on a steam locomotive," Kingsborough said. "It's just big; they have aesthetics; everybody always likes to work on a big piece of machinery."

Kingsborough joined the group in March 1986 after watching SLSTA members during a visit to the museum. He recalled wondering what those "big knobs on the firebox" were. In the course of his work on the 1522, he learned that they were rivets and staybolt caps. Although he accompanied the engine on its first trips to troubleshoot the electronic gear, Kingsborough predicted that he would probably leave in the next year or so. "I'm not a buff of any kind," he explained. "I just wanted to get *involved* in it and see it operate."

Kingsborough also wired the engine so that electrical appliances can be operated with 110 volts a.c. when the dynamo is not running. He also made about 220 bushings and nearly 100 clevis pins for the tender brake and suspension systems on a 20-inch lathe in his home workshop.

Along with the high-tech temperature monitor, a second Nathan DV-8 mechanical lubricator was added as part of the effort to make the 1522 as maintenance free as possible. Hundreds of feet of lubricator lines were added to new points to reduce the amount of time required to service the engine.

New woodwork was added to the cab and painted in the Frisco's authentic green. New floorboards were added in the cab. Even the old, steam footheaters for the engineer and fireman were retained.

The tender water legs were reworked inside the 11,700-gallon tank, its interior was needle-gunned to clean the surface, and new wood decking was installed on the steel frame. By December 1987 a crane had placed the refurbished tender body back on the frame. By the end of that year, running boards had been reinstalled along with the domes and boiler-top air tanks. Jacketing and new boiler insulation had also been applied, and piping—virtually all of it brand-new—was nearly complete.

Work continued at a steady pace into 1988. By late winter, the 1522 was strongly beginning to resemble her old self. A coat of red primer covered the boiler, tender, drivers, cab and trucks. By early spring, Cravens and Lazier donned disposable paper suits, picked up spray guns and began bombing the engine with black enamel donated by U.S. Paint. Several coats of black were applied to provide a deep sheen. Don Wirth and other workers had previously mixed powdered imitation gold leaf with clear lacquer for the striping and lettering. The gold paint was hiding under layers of masking tape when the black paint was applied.

One member recalled perching precariously atop the boiler, trying to tape brown masking paper to the sand dome while a wind of near gale force worked hard to undo his efforts. The task was complicated by Don Wirth, who was busily spray painting the other side of the dome at the same time. Luckily, only a small amount of gold overspray struck the hapless volunteer.

It was now time for the final touches. Additional cab fittings were installed, a new electronic speedometer was put into place and touch-up was painting done.

The efforts paid off on April 7, 1988, when oil sprayed into the firebox by the steam-powered atomizer burst into flame on command. Steam pressure was gradually brought up, and loose joints and packing were tightened. The four safety valves were set, and the dynamo was tweeked to produce a steady 34

The 1522 In Person

MIKE DEL VECCHIO

PROJECT CHAIRMAN PAT CRAVENS (center) with Jack Wheelihan (left) and Robert Meier at Mukwonago.

The first sight of the 1522 came roughly ten minutes after picking up the rent-a-car at Chicago's Ohare Airport on Friday afternoon. I followed the handsome 4-8-2 to the tower at Schiller Park where they paused before entering the yard. She was an impressive sight with the late afternoon sun reflecting off the polished rods, slightly weathered black dress and gold-leaf trim.

After months of a telephone friendship, it was here that I first met 1522's Project Chairman Pat Cravens and a few members of the 1522's crew. The encounter was brief as the orders came and the crew donned their engine—two whistles and 1522 slowly began to roll. As the train went by, it didn't exceed 15 m.p.h., but 1522 sounded like its small 17-car freight was 50 loaded hoppers. I'd heard that the Frisco 1500s had a naturally loud "bark" . . . but *WOW!*

I was here for the "Up the track to Fond du Lac" trips sponsored by Chicago's 20th Century Railroad Club on the weekend of August 13 and 14. I decided to chase on Saturday and ride the train on Sunday. Of course, Saturday was mostly cloudy with brief periods of torrential rain and Sunday was the perfect day for photography. However, Sunday's trip had two photo runbys under blue skies and terrific photo opportunities at the North Fond du Lac roundhouse. On both trips the 1522 performed flawlessly and put on a fine show. It was satisfying to watch the well organized and professional 1522 crew. Each member was in uniform and acted very responsibly. Railroad personnel had no trouble distinguishing the crew from the railfans.

Mechanically, the 1522 is equally impressive. On Saturday I was chasing the train with Jack Wheelihan, regular fireman on SP 4449 and veteran of several steam restorations. We also talked with Gary Bensman, chief mechanical officer for Rails Diversified and head mechanic on NKP 765. Both held the 1522 project in very high regard. Bensman noted that "the craftsmanship is evident." Jack praised 1522's "addition of modern technology and practices making it (the 1522) functional and easy to maintain."

The cab features a modern 26L brake stand and is also equipped with a diesel m.u. box, a FRED radio receiver and two-way programmable railroad radio. Like many Baldwin steam locomotives, the 1522 originally had some of her operating apparatus and gauges out of the immediate reach of the engineer and fireman. Much of this has been altered or extended, bringing it within reach. This convenience was designed into most Lima steam locomotives, like the 765 and 4449. Jack commended the SLSTA for making the cab "familiar to today's engineers," also commenting that it's "nice to see someone turn a Baldwin cab into a Lima."

The National Museum of Transport in St. Louis owns the 1522 and can be proud of the people operating it. The volunteers took pride in their work and have won the praise and respect of many of today's "veterans" of steam. As Wheelihan stated emphatically, "this is the finest restoration I've ever seen." Observed the more reserved Bensman, "I would not disagree with that"—M.D.

1522

volts. The next evening, Pat Cravens eased out the throttle, and the 1522 moved under her own power for the first time in more than three decades. Visitors to the museum that weekend were treated to an awesome show as the 1522 batted back and fourth along a few hundred feet of track during the shakedown runs. SLSTA members and benefactors of the project were allowed to run the locomotive during the trial period.

The engine made its public debut on the weekend of April 30. Again, the operating drill was the same—back and forth along a stretch of track adjacent to the shed. Hundreds of happy museum visitors gathered to watch the engine or to ride behind it in a Burlington Northern caboose. Youngsters and oldsters alike marveled at the massive machine while a few cynics complained about air pollution from the 1522's stack—emitted through the efforts of rookie firemen learning just the right touch for the firing valve.

During the first week of May 1988, the 1522 was cut into a 60-car Union Pacific "local" on the old Missouri Pacific main line and, under steam, put on a show that local railfans will undoubtedly talk about for years. Suffice it to say that the 1522, designed to haul about 15 or so heavyweight passenger cars, lent a more than adequate hand to the two GP15s during the trip downtown to Union Station.

On May 7, the 1522 was officially dedicated and blessed by a local clergyman during a ceremony at the station. She then went to work that afternoon hauling dignitaries in private cars around the station and down about two blocks to the Amtrak station.

As the rail press reported, several fantrips scheduled for the St. Louis and Kansas City areas were canceled in May because of unforeseen problems in acquiring a coach consist and marketing the trips. Despite that setback, Cravens and other SLSTA members kept plugging away in an effort to line up both main line break-in runs and fantrips for the engine.

On the road again

Those tireless efforts came to fruition on July 22 when the 1522 left the Chicago & North Western's Madison, Ill., yard near St. Louis, headed for Chicago and break-in freight runs on the Wisconsin Central. Despite some overheating of a crosshead guide outside St. Louis, the 18-hour trip came off spectacularly well. With the 1522 coupled behind a C&NW SD40-2, several stops

were made to check the temperature and condition of running gear. The 1522 volunteers performed well during their first road trip. Water and servicing stops were made at South Pekin and Nelson, where C&NW's single track St. Louis line joins their east-west main line.

Although speeds were kept low early in the trip to allow for a gentle break-in, the pace picked up as the train neared its destination. Indeed, a spirited arrival at DeKalb, Ill., complete with roaring exhaust and booming whistle, brought dozens of locals to trackside. By late evening, the strange looking consist (including a C&NW Zito-yellow boxcar serving as a tool car and Santa Fe caboose 999759) was waiting to be transferred onto the Wisconsin Central in suburban Chicago.

The break-in runs on the WC in Illinois and Wisconsin went off without a hitch. The move from Chicago to the WC's ex-Soo Line North Fond du Lac Shops on Saturday, July 23, was an impressive show with the 1522 on a 27-car freight consist. WC President Ed Burkhardt even took a turn at the throttle. On the following Monday, the engine took a freight turn from North Fondy to Stevens Point, departing with 17 cars (1800 tons), all but four of which were set out at Neenah. The next day, July 26, she returned to North Fond du Lac with 2100 tons in tow.

The 1522's grandest command performance as of press time occurred at the request of more than 1000 people who paid $75 each to ride behind her on a roundtrip over the Wisconsin Central between Chicago and North Fond du Lac. As far as the 1522 was concerned, the "Up the track to Fond Du Lac" trips sponsored by Chicago's 20th Century Railroad Club on August 13 and 14 were a terrific success. (The excursion ran out of Chicago, necessitating another freight move south from Fond du Lac on Friday, August 12.)

For about 24 SLSTA volunteers who left jobs and families behind to spend 22-hour days with their charge, watching and listening to the 1522 roar along was well worth the work of pulling it off. A runby on the Sunday trip at Byron, Wisc., was particularly impressive. Faced with a nearly 2% grade and with his train sitting on a curve, engineer Tom Mayer of Chicago, an associate of Cravens who had worked on the 1522 project, started the 21-car train without a slip and managed to accelerate the consist as the 1522 charged by railfans and townspeople alike.

On that same trip another spectacu-

JACK WHEELIHAN

SCOTT STANKOVSKY

DEADHEADING INTO CHICAGO on the C&NW (top) on July 22, 1988, the 1522 followed an SD40-2 up "Dixon Hill"—but this one is in Illinois, not the famous Frisco grade in Missouri. Heading for Chicago from Fond du Lac with a Wisconsin Central freight, the 1522 passed the East Troy Electric Railroad's former CSS&SB car 11 at Mukwonago, Wis., on August 12, 1988.

lar show took place. After reloading passengers Sunday at Mukwonago, Wisc., engineer Cravens found himself faced with a heavy train situated on a 1% grade. The dim glow of gauge lights cast an eerie glow in the darkness as he kicked off the air and eased out the throttle. A moment later, the engine began to move—labor, really, as the 1522 stretched the drawbars in the consist. With a slight, occasional surge buffeting the cab, the Mountain began to march up the grade. Fireman Welly Lazier had anticipated the battle and had built a roaring fire to assure an adequate steam supply. Both men were the picture of concentration—Cravens shifting nervously in the right-hand seat as he tightly gripped the throttle; Lazier constantly scanning the water glass, steam gauge and fire condition.

Moments into the battle for the hill, Cravens cut in the booster engine. Immediately, the already loud knife-sharp exhaust increased to a deafening roar. Speed began to climb faster with the aid of the booster as Cravens latched out the throttle. Lazier picked up his already hasty pace and bumped the firing lever over notch by notch to meet the steam demand.

She was rolling now. Headlight slicing a narrow swatch through the darkness . . . a glowing fire casting an irregular glow onto the ground beside the engine . . . this was steam at its best. Glancing out of the cab, one could watch the rhythmic motions of the polished rods silhouetted against the overwhelming darkness. Pardon the creeping romanticism Don Kingsborough, but she looked and sounded for all the world like a muscular runner struggling to complete an important race.

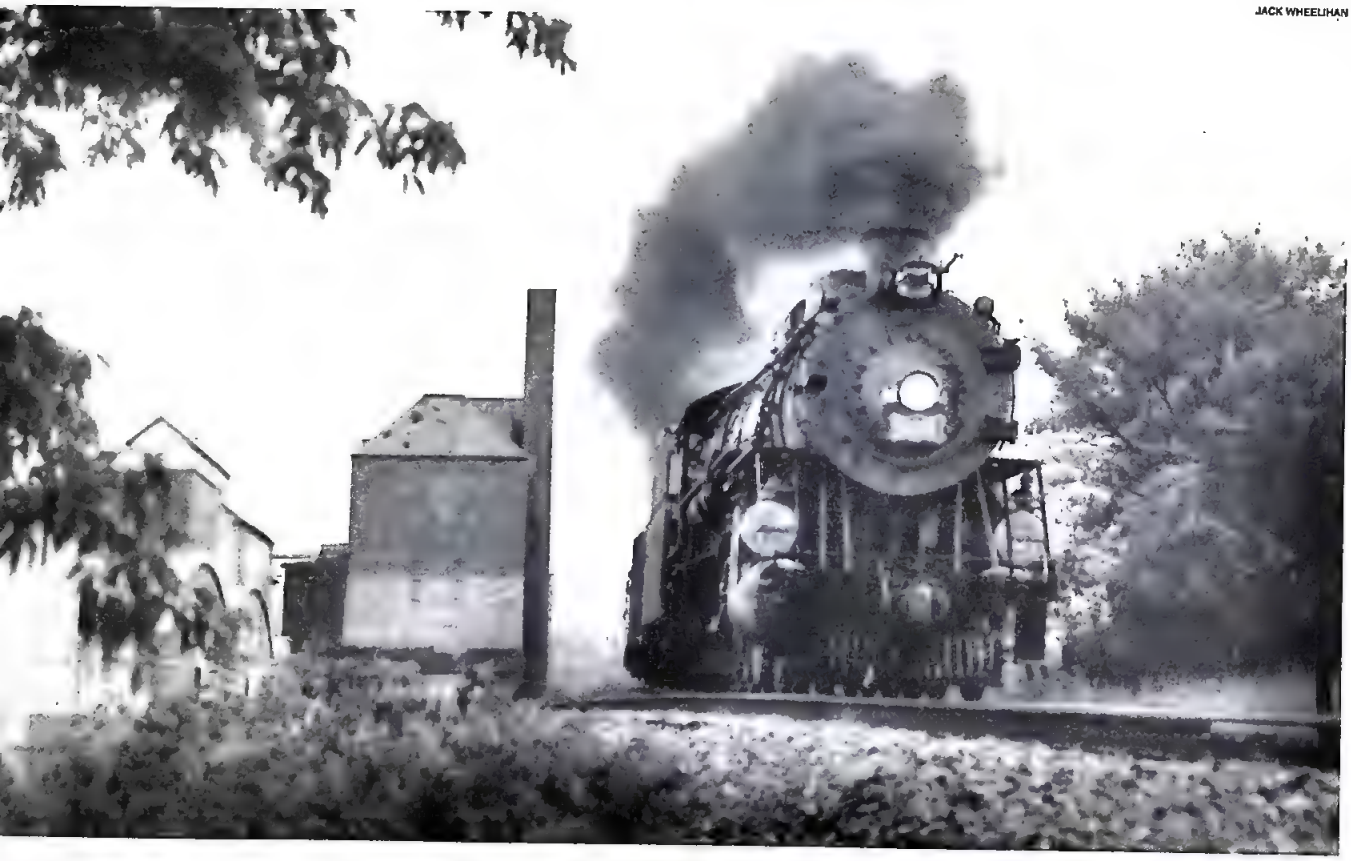
Swinging through curves, one could turn back and watch the long train follow the leader, a string of staggered yellowish lights looking like a comet's tail. In just a few minutes, she had beaten back the grade and was running at or near the 40 m.p.h. track speed. At night, the pace seemed far faster.

As the 1522 and train bore down on a country grade crossing that night with whistle screaming, a small group of people provided one of the finest tributes that the SLSTA will probably ever receive. As the crossing gates dutifully lowered and the engine pounded by, the people gathered there burst into spontaneous applause.

Thus far, the 1522's record on the road is nearly flawless, and its classy appearance and normally loud "bark" is sure to make it a popular excursion locomotive. The SLSTA realizes that a fleet of passenger cars is also important to successful trip operations, and they are taking steps in that direction. The 1522 returned to the St. Louis Museum after the Fond du Lac trips, having run up a total 1900 miles since her restoration. Mechanical failures on the road amounted to a broken whistle chain and a minor problem with a lubricator line. Not bad.

To Frisco's faithful followers, it seems that a "1500" under steam is just about as good as it gets.

JACK WHEELIHAN



MAKING A MILE A MINUTE, the 1522 roared through Lomira, Wis., on the Wisconsin Central on August 13, returning from Fond du Lac with the 20th Century Railroad Club fantrip. See page 81 for 1522 color.

PHOTOGRAPHY BRUCE KELLY, EXCEPT AS NOTED

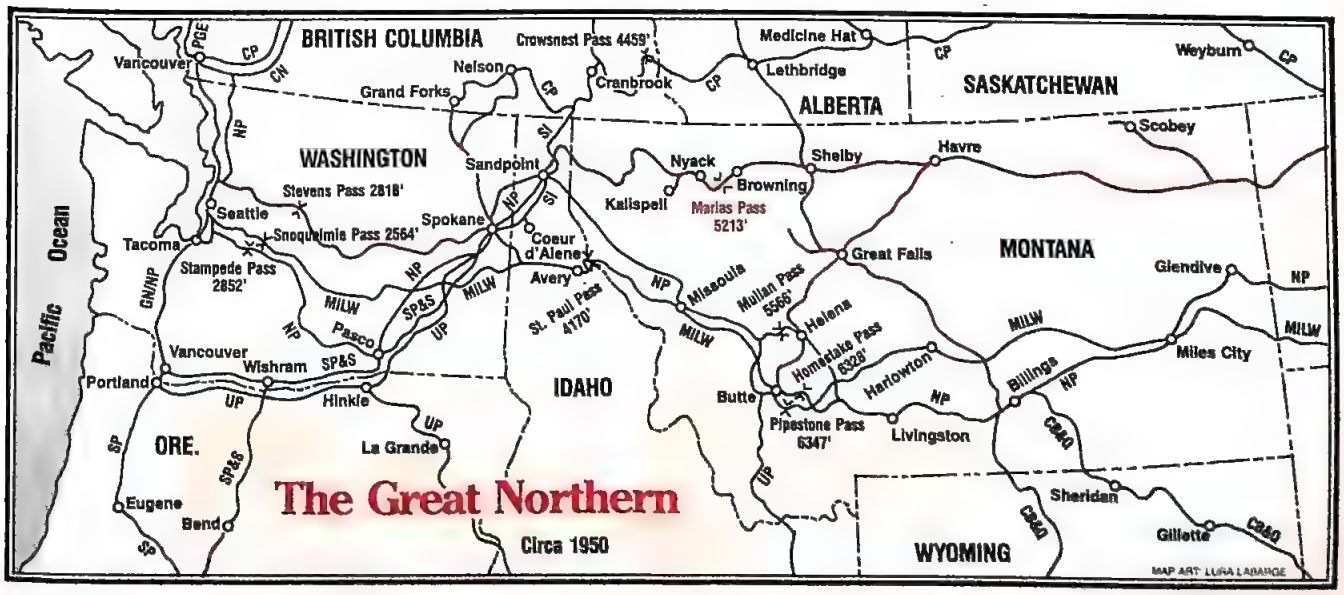
BN Train 103 at Snowshed 12, 11:02 a.m. 8/15/88

Mountain Pass Marias

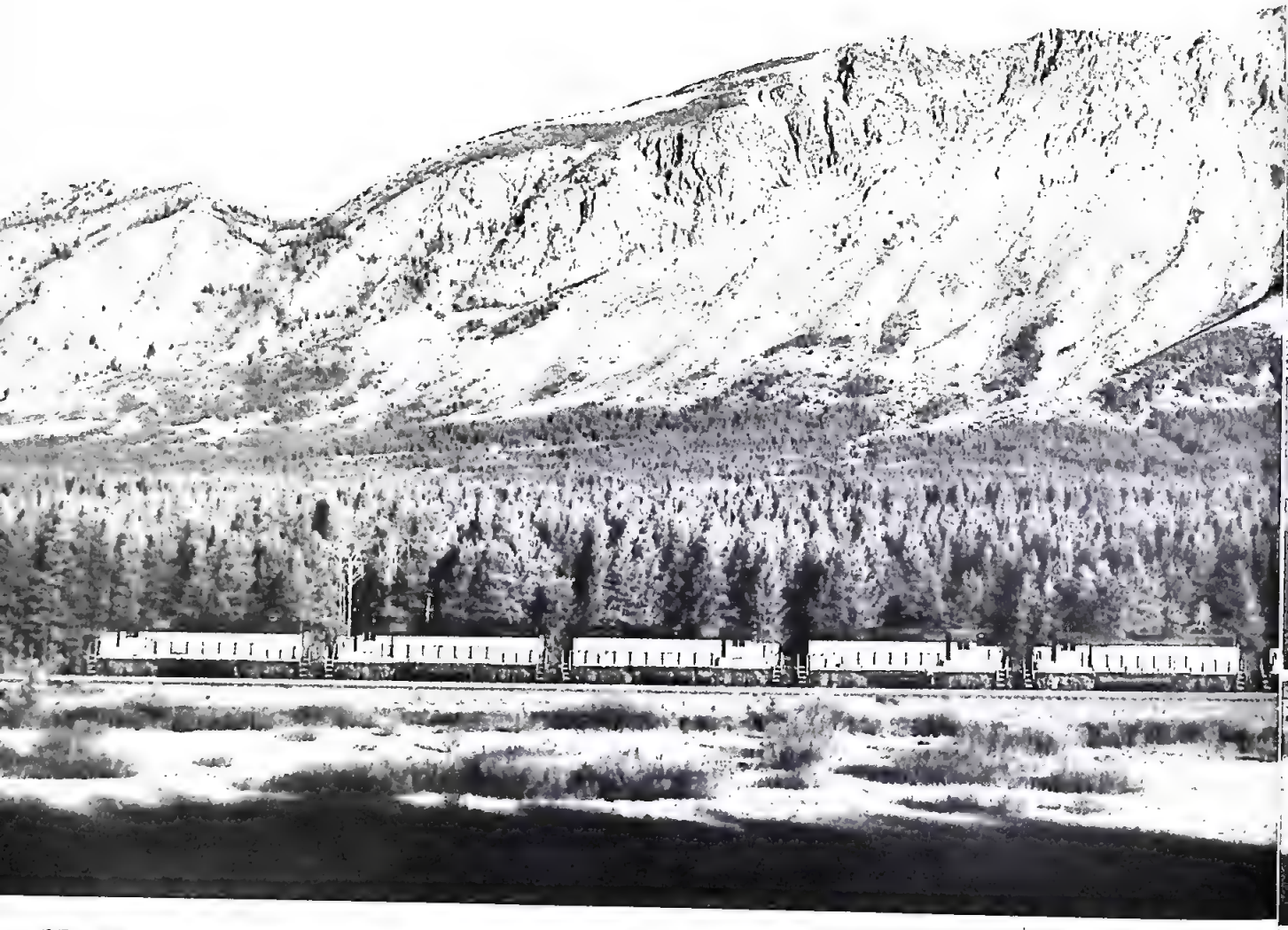
by Bruce Kelly

The railroad empire of James Jerome Hill was a latecomer to Montana Territory. Union Pacific subsidiary Utah & Northern thrust its trackage north into Butte by 1881, and westward-building Northern Pacific entered Helena in 1883. Not until early 1886 did Jim Hill and his associates order their St. Paul, Minneapolis & Manitoba Railway to be extended from Devils Lake, Dakota Territory, to Great Falls, Montana Territory. Successful in its aim of securing a stronghold in mineral-rich central Montana, the StPM&M in 1889 eyed its next great hurdle: access to the Pacific Coast. Congress no longer subsidized such ambitious schemes as Hill's, and private backers were becoming dissatisfied with their dollar return thus far from other transcontinental railroads. Financial support arrived after Hill reintroduced his proposed route to Puget Sound under the banner of the Great Northern Railway. Associating Hill's GN Railway with England's prosperous and reputable railway of the same name helped draw the necessary backing.

But where to cross the formidable Rocky Mountains? The routes initially surveyed would have taken the Great Northern west from either Great Falls or Butte through the Bitterroot Range, where steep grades and exorbitant tunneling would be necessary. Chief Engineer Elbridge Beckler had already scouted a favorable route east from Spokane Falls (now Spokane, Washington) to the Kootenai River near Libby, Montana, so an assistant was sent east from Flathead Lake (near present-day Kalispell) to find a northerly approach



12:47 p.m. 1/9/87



to the Rockies. Exploring the east slope, meanwhile, was another of Beckler's assistants: John F. Stevens. Stevens followed a known trading route into the mountains west of the Blackfoot Indian Reservation, tracing streams on both slopes to their headwaters in a high valley where throughout the night of December 11, 1889, Stevens marched in circles amid minus-40-degree temperatures in order to survive-and report his discovery of a suitable pass.

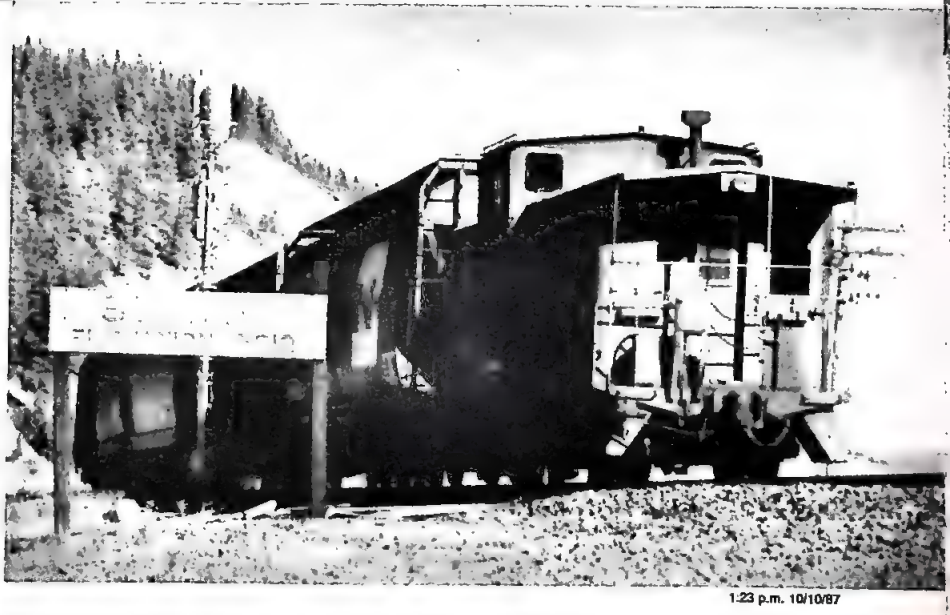
The rest is railroad history, and on October 10, 1987, the rumbling movement of Burlington Northern Train 603 over the summit of Marias Pass (above) is routine. Train 603's road power of four GP38-2s, two GP30s and an ex-CR GP38 is very near the site of John Stevens' overnight ordeal. Ever since those first 75-pounds-per-yard rails were spiked down by GN tracklayers in 1891, Marias Pass (pronounced Muh-RYE-us) has boasted the lowest railroad crossing of the Rocky Mountains in the United States. Empty grain train G3DPS (opposite right) starts down the east slope at Summit, Milepoint 1149.8 on BN's 2nd Subdivision, Montana Division, its caboose gliding past the 5213-foot elevation marker (though the actual Continental Divide sits three-fourths of a mile to the west). Nearest to Marias' low altitude stature is 5566-foot Mullan Pass on BN's ex-NP line which climbs west from Helena on a grade of 2.2%. Montana RailLink currently operates over Mullan Pass through trackage rights.

As with its height, Marias Pass boasts a lower maximum gradient as well (1.8% from Summit west, 1.2% from Summit east) but the fractional

8:24 a.m. 10/10/87

12:48 p.m. 10/10/87

difference just means that the five EMDs leading 100YA up Track 2 at the Marias crossovers (**above right**) are good for a few hundred tons more. Nevertheless, twin SD40-2 helper units are part of the scene too, shoving 100YA's caboose around the distant curve, ensuring another victory in BN's battle with the mountain. Helpers also provide increased braking on the 1.8% descent into Java East, where Extra 7086 West's road power is howling by in full dynamics (**opposite left**). Such dramatic episodes are played out repeatedly each day, year around. They're also part of the bigger story Marias tells of bitter cold winters . . . of Superliners navigating a national park boundary . . . of helper locomotives snarling through timber snowsheds. Essex, some 1500 feet below Summit, is the roost for Marias' helpers. The story begins there.



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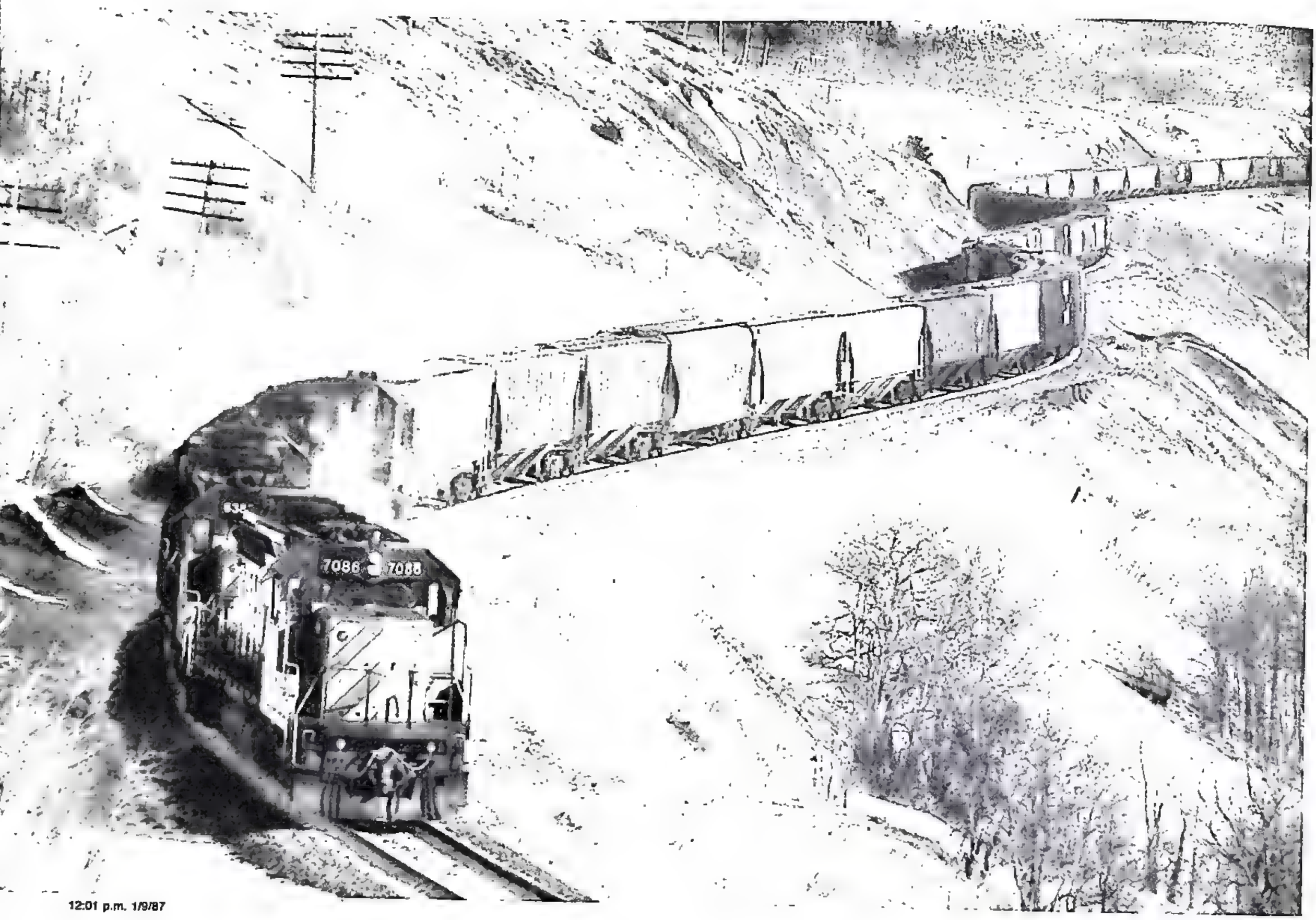


12:01 p.m. 1/9/87

Marias Pass Detail

RADIO EQUIPPED

Road 1: 161.100 MHz
Road 2: 161.160 MHz

To Whitefish
To Kalispell
Nyack
US 2
Red Eagle
Paola
Tunnel 3
Tunnel 2
Pinnacle
US 2
Essex X-overs
Izaak Walton Hotel
Essex Depot
Snowshed 12
Sheep Creek Trestle
Java West
Java East
Java Creek Trestle
Snowsheds 11 through 5
Blacktail
Marias X-overs
Summit
Continental Divide
US 2
Bison
US 2
Grizzley
Two Medicine River Trestle
Glacier Park
East Glacier Park
Spotted Robe
US 2
Browning
Hwy 464
To Glacier Nat'l Park US 89
To Havre
US 2/89

0 MILES 5

One main track
Two main tracks
Tunnel
Snowshed
Roads

RED EAGLE 3360' — 0.8% — PINNACLE — ESSEX — JAVA EAST 4001' — 1.8% — BLACKTAIL — SUMMIT 5213' — 1.2% — BISON — GLACIER PARK 4806' — SPOTTED ROBE — 1.0% — BROWNING

Milepoint: 1185.2, 1173.2, 1170.2, 1165.2, 1157.6, 1149.8, 1144.0, 1138.1, 1131.8, 1123.9

MAP ART: LURA LABARGE

1/9/87

12:07 p.m. 1/10/87

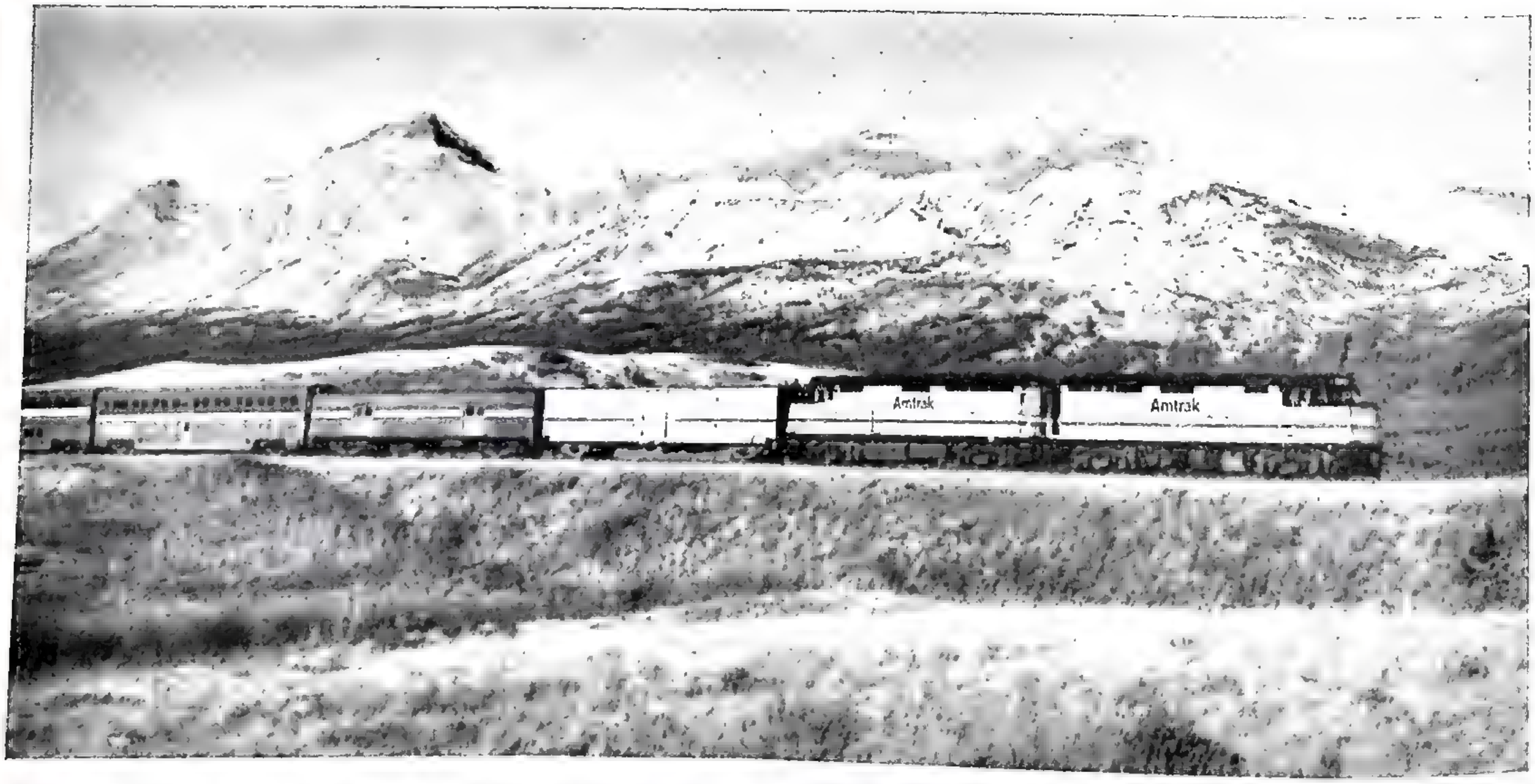
Winter on Marias

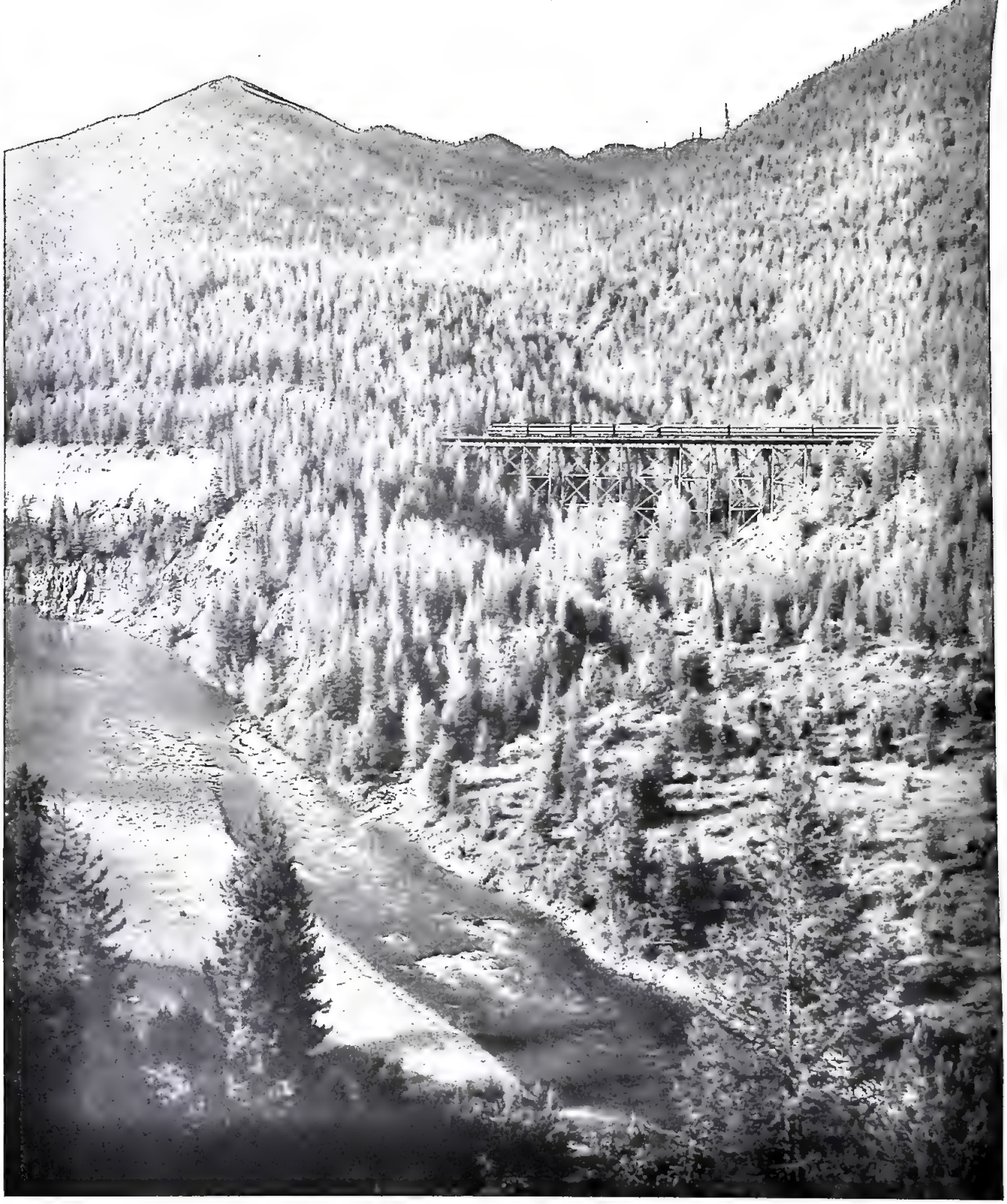
Two pairs of SD40-2 helpers lay over at Essex (above) on a brisk winter night, sending plumes of exhaust toward the stars while the hum of their idling prime movers lulls guests at the Izaak Walton Hotel to sleep (inset). Earlier in the day, helpers 6819/6352 worked the rear end of a westbound unit grain train, seen snaking through the reverse curves at Milepost 1147 behind SD40-2 7086 (opposite top). Taking an empty grain train east over Marias, Extra 8019 (left) approaches Snowshed 6 between Java East and Blacktail. The slide detector fence here warns crews each time the mountainside delivers an avalanche of snow. Train 602 is about to straddle the Continental Divide (below) as its consist of three GP30s and a GP38-2 struggle past the Summit industrial spur.

10:48 a.m. 1/10/87

TWO GREAT NORTHERN RAILWAY PHOTOS / HEDRICH-BLESSING

9:22 a.m. 10/10/87

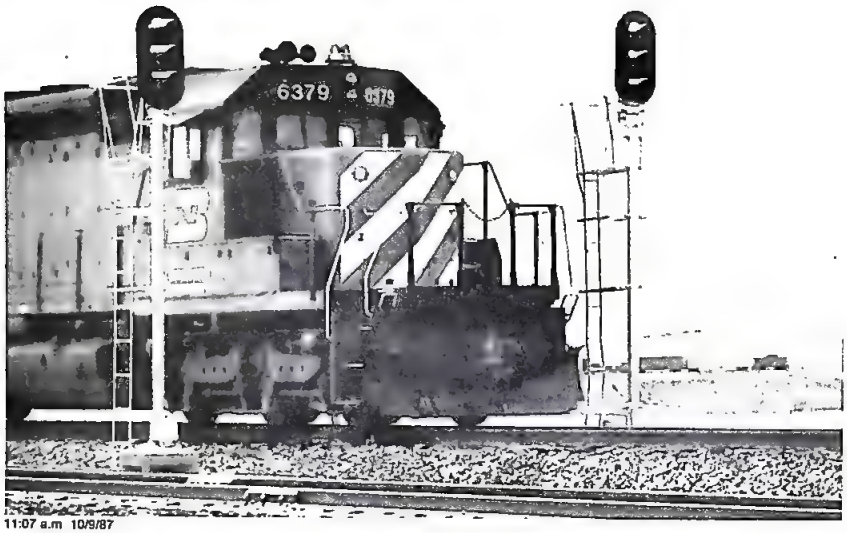




Route of the *Empire Builder*

To present Glacier National Park in utmost splendor to its passengers, Great Northern equipped its *Empire Builder* with the likes of CB&Q 75-seat dome 1395, *River View*, which in a publicity photo from the mid 1950s (**opposite top**) is entering Summit with Number 32, the eastbound *Builder*. Every bit as impressive as GN's domes were the A-B-B-A sets of Fs which powered the *Empire Builder*, especially when observed crossing Sheep Creek Trestle (**above**). Today, a pair of F40PHs is all it takes to pilot the Superliners of Amtrak's *Empire Builder* over Marias, and eastbound Number 8 runs very close to its predecessor's morning schedule, enhancing the passengers' breakfast with spectacular views of the Rocky Mountains between Summit and Bison (**opposite bottom**).

MOUNTAIN PASS MARIAS



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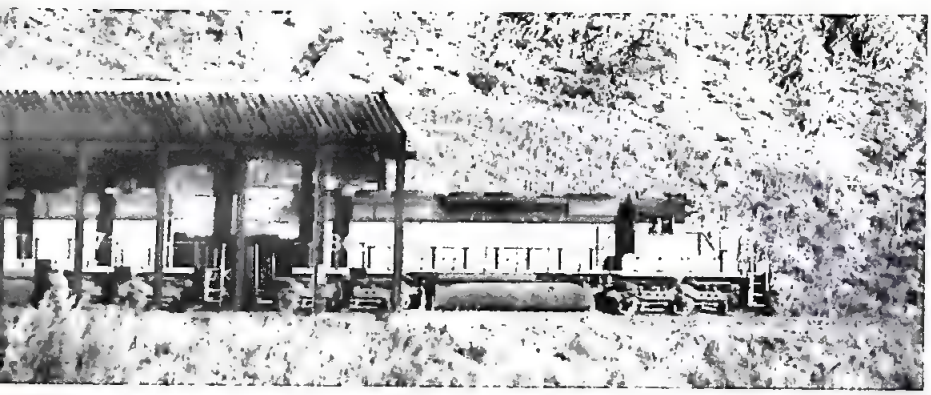

7:21 a.m. 8/15/88

Dull diesels in paradise

It's just not the same as the good old days when F7s, F9s and, more recently, F45s answered the call for helper service out of Essex. No matter how many GP9s, GP30s, U30Cs and cabless B30-7As Burlington Northern can round up, it's still the overly-abundant SD40-2 that dominates the motive power stable on Marias. Certainly not as colorful as the leased Oakway SD60s and LMX B39-8s, BN's big green Forty Dash Twos are the second generation, six-axle equivalent of those famed Fs—basic, reliable, proven; ordinary and plentiful to the point of being boring for most photographers and working railroaders. Yet they flaunt a worthy profile when emerging from Snowshed 5 in morning sunlight with Train 110 (**middle left**). The graceful curve just west of Browning swings SD40-2 6379 on Train 100 (**top left**) around for a look back at its own caboose. Blacktail Curve on Marias' 1.8% west slope is the setting for an impressive meet on double track. Three SD40-2s ease downhill with Train 107 while four SD40-2s climb around the arc with Train 100, and as the cabooses pass (**below**), SD40-2s 6704 and 8072 shove their end of 100 clear. Considering that the Fs put in nearly four decades of road and helper service on Marias, it's more than likely that BN's SD40-2s will still be shoving out of Essex after the year 2000.

12:32 p.m. 9/22/88

2:59 p.m. 10/9/87

Beneath the Big Sky

When Montana's sky shines sunny bright, the trains and terrain of Marias really show off for the camera. Refitted with an experimental Caterpillar V-12 power plant requiring flaired radiator housings, SD40-2 6330 (**above**) rolls toward Snowshed 10 with BN 33. Just east of Summit, a pair of Oakway SD60s start down the hill (**right**) with SeaLand doublestack hauler Train 8, while two BN SD40-2s do likewise with westbound counterpart Train 9 (**below**), working out of Bison siding after a meet with Amtrak 8.

9:24 a.m. 10/11/87

9:28 a.m. 10/10/87

8:05 a.m. 10/12/85

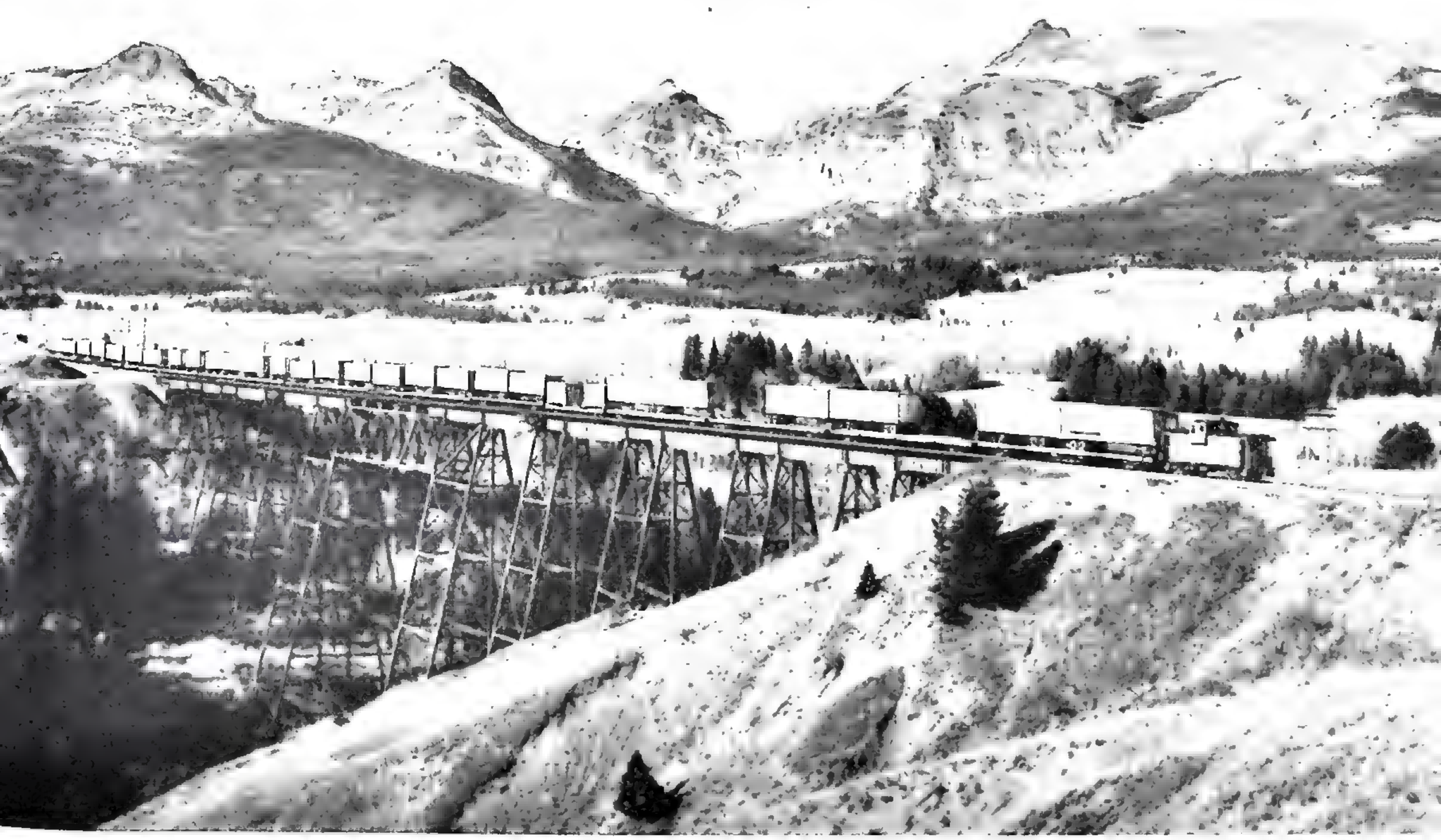
9:52 a.m. 10/11/87

Rocky Mountain trademarks

Elements of man and nature—steel and snow—are blended together in a 50 m.p.h. crosswind between Glacier Park and Grizzley as Amtrak 8 maintains its scheduled time over the Two Medicine River Bridge (**above**). Under more pleasant circumstances, Autumn colors are showing on the slopes above Java Creek Bridge (**left**) where an eastbound lumber drag's B32-8/B30-7A road consist is getting an assist from a twin SD40-2 point helper. Since the bridges of Marias Pass are clearly visible from the roadway, they are favored photo spots for many railfans, such as the crowd which has gathered to shoot that lumber drag at Java Creek (**opposite, top**). Back at the Two Medicine River Bridge, Portland-bound hotshot Number 1 (**opposite, bottom**) marches toward the mountains with 400 feet of elevation yet to climb before cresting the divide at Summit. Much in the manner Jim Hill intended, Burlington Northern continues to send its trainloads of ocean-going and domestic cargo over Marias Pass.

9 52 a m 10/11/87

11·02 a.m. 10/10/87



MOUNTAIN PASS MARIAS

the book

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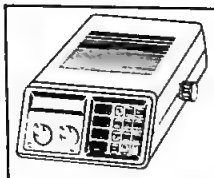

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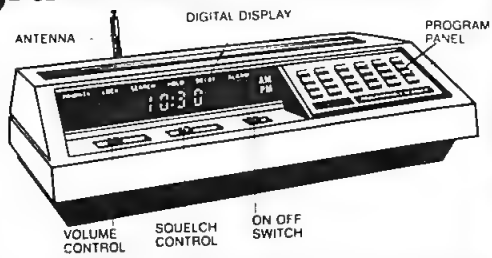

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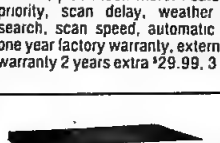

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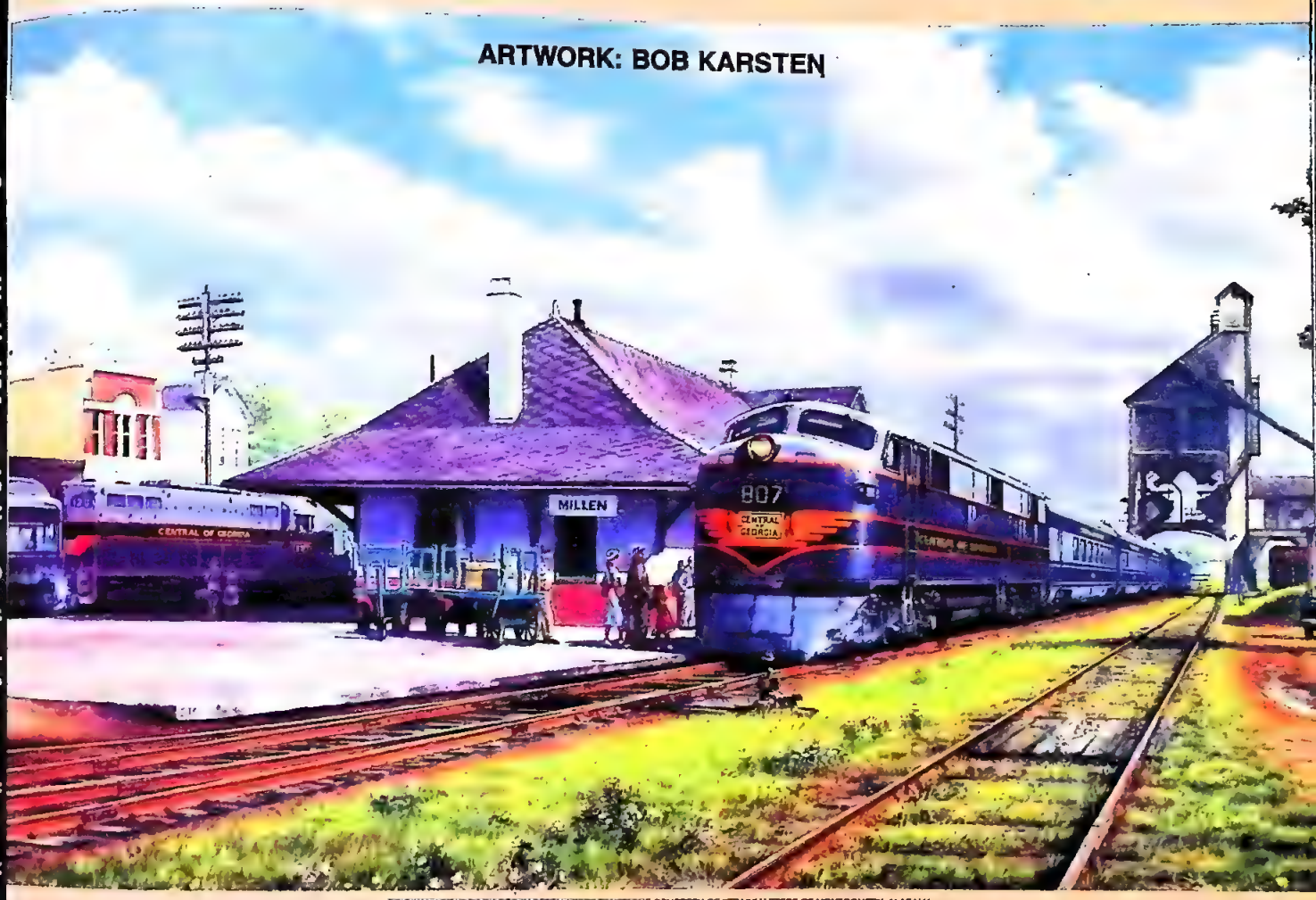
STREAMLINERS OF DIXIE

ARTWORK: BOB KARSTEN



ORIGINAL ARTWORK BY BOB KARSTEN / REPRODUCTIONS COURTESY OF "TRAINMASTER" OF MONTGOMERY, ALABAMA

CENTRAL OF GEORGIA

"Georgia Thoroughbreds"

Our location is Millen, Georgia, in the spring of 1952. This is the first major station west of Savannah (78 miles away) and the junction of the Augusta branch with the Savannah-Macon-Atlanta main line. Arriving from the east is the Central of Georgia flagship *Nancy Hanks II*, on her daily round trip to Atlanta.

The original *Nancy Hanks* of 1893 was one of the very first named trains in the U.S., bearing the name of the very popular 1892 world champion trotting racehorse (which had, apparently, been named for Abraham Lincoln's mother). That train, with its Baldwin compound 4-4-0, was too fast for safety on the light rail of the time and too popular with the public for the continued health of the CofG's other—slower—trains; it was discontinued after only eight months of service.

The famous name returned to the CofG on July 17, 1947, in the form of the streamliner *Nancy Hanks II*. The handsome E7 diesel and brand new ACF-built train makes the 294-mile Savannah-Atlanta run in six hours flat—45 minutes quicker than its 1893 ancestor.

As Number 107, the westbound *Nancy*, eases in for its 9:03 a.m. stop, behind the depot is the "*Little Nancy*," the connection down from Augusta, 54 miles to the north. Power for the *Little Nancy* is a new boiler-equipped GP7.

The *Little Nancy* was short-lived, discontinued after only a couple of years, but the big *Nancy* got an ex-Wabash dome added in January 1968 and survived until the coming of Amtrak on May 1, 1971. But those are things of the future. For now, enjoy the morning fragrance of Millen, Georgia, and just listen to the mellow sound of that E7 when she leaves town.

STREAMLINERS OF DIXIE

SEABOARD AIR LINE

"Florida Bound"

The cold, harsh winds of February push their way southward as the North Carolina town of Hamlet braces itself for another icy night. The moderate climate of sunny Florida beckons many to seek refuge from the near-blizzard conditions to the north. The year is 1946, the beginning of the post-war boom in America, as the *Orange Blossom Special* pauses briefly for a crew change. Inaugurated in 1938, Seaboard Air Line's flagship train provides winter-season Pullman service for the travelers between New York and Miami.

It's after midnight, and most of the passengers are sound asleep. While the conductor and engineer compare watches, a light snow continues to fall; the late-night silence is broken only by the idling engines and hissing of steam. In the distance, a yard crew is busy building a train for later departure. Soon, the "citrus-colored" E4s will be leaving the Carolina snow behind as the *Orange Blossom* continues southward into the morning sunshine of Florida, where towering palms and warm sea breezes will greet the awakening passengers.

Due to the late hour of the stop in Hamlet, most of the passengers have missed seeing the distinctively-styled Hamlet depot with its circular waiting room. While you'd rather be heading for a warm Pullman berth, Florida bound aboard the *Orange Blossom Special*, that warm waiting room will be welcome relief from the cold, icy wind.

SEE "RAILROADIANA" FOR INFORMATION ON OBTAINING LARGE REPRODUCTIONS OF THESE PAINTINGS.

ATLANTIC COAST LINE

"Georgia Speedway"

Monteith, Georgia, is some five miles north of Savannah's Union Station. The moss-draped Live Oaks offer relief from the intense summer sun. The blackwater swamp, a particular feature of the Coastal Plains area, flows lazily beneath the railroad trestle as it meanders toward the Savannah River less than a mile away.

The junior anglers pause from their mid-day adventure as the tranquillity is shattered by the sudden approach of a pair of EMC E6 passenger diesels. The boys hardly have a chance to show off their catch as the engineer continues to hold the throttle in the eighth notch approaching Savannah, taking full advantage of the impressive double track main line maintained to 100 m.p.h. standards. The royal purple and silver diesels are in stark contrast to the lush green surroundings of the coastal lowlands through which they race daily between Florida and the Mason-Dixon Line. White flags and daytime passage identify this as an off-schedule extra—the famous *Champions* usually pass through here in the hours of darkness. But here we have a pair of twelve-year-old E6s hitting the ACL's Georgia Speedway at a pace that most airlines can't match in 1950!

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BY JIM BOYD

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"LOCAL SERVICE" 55-ton steam-era twin hoppers were an unexpected bonus behind five SW9s on the Pittsburg & Shawmut at the coal loader at Dora, Pa., on September 15, 1988.

Railfanning Shawmut Country

We had declared a weather alert, and it arrived on September 14, 1988. A nice, big, cool high was drifting our way from Ohio. We then declared Thursday and Friday to be the "weekend," wrapped up the magazine work and headed west on Wednesday evening. We got most of the way across Pennsylvania before nighting in Brookville, home of the Pittsburg & Shawmut, which had been featured in our September '88 issue.

But the Shawmut was not our target. As reported in the November RAILNEWS, we had heard that the Western Allegheny was running its A-B-A set of B&LE F7s "three to five days a week," usually with an 8:00 a.m. call, rather than the typical 4:00 p.m. go-to-work time. A week or so earlier, Sandy Burton and Scott Snell had visited Kaylor and gotten some super action during one of those five-day weeks. The phone number that had worked for information when I was writing the "Kaylor Chronicles" article for the July '82 issue now went unanswered, but we had decided that the odds were in our favor and ventured out there "blind."

Of course, this was the week that the unit trains were not loading and the WARR would run only Tuesday and Wednesday with 4:00 p.m. calls. The units stayed dead, glowing in the sunshine at Kaylor until "sometime next week." Like the saga of the CSX/RoadRailer F-units, we had again been stung by an F-unit news story that changed as fast as it could be printed.

However, anticipating such a problem, we were prepared for an instant alternative: the P&S. Paul Backenstose's article in the September issue was full of good information, and a quick hop down to Kittanning informed us that they were flood loading at Dora and that the Brookville and Kittanning locals would meet there. The radio was helpful, and we caught the Kittanning job on his return trip at Timblin, following him back to Putneyville and the Little Mudlick and Sugar Camp viaducts.

What we were not fully prepared for was the character of the "local service" cars that are used exclusively on-line between the mines and the West Penn Power Plant at Reesdale. Though we had read about them in the article, the sight of an entire trainload of steam-era 55-ton twin hoppers was something we hadn't encountered in far too many years. The locomotives were the same EMD switchers that had killed the 2-8-2s in 1953, the hoppers were of that same era, and the train carried a real Northeastern caboose (though the Bicentennial livery on both the diesels and caboose made that "timeless" cliche something less than appropriate). There were more local service hoppers alongside the 75 100-tonners that the five units of the Brookville job were flood loading at Dora.

It was a fine, sunny day of train chasing as we followed the BVL-1 back to Brookville. It was satisfying to note that any two SW9s indeed sounded like one E8, and that five of 'em sounded like they should be powering the *Panama Limited* instead of a coal train (three E-units with one prime mover crapped out, typical late-'60s ICRR).

Backenstose's article had given us a good handle on operations, and a couple of intelligent questions of a workman at Kittanning and the crew at Dora had put us right in touch with the day's trains. The map in the September issue was very useful in locating the railroad features, though we needed a slightly more detailed road map for navigat-

ing the *very* back-woodsy segments between Colwell and Knoxdale Tunnel. Happily, we had with us the DeLorme *Pennsylvania Atlas & Gazetteer*, a very complete book of topo maps that show all those back roads and the railroads. (It is available for $12.95 plus $2.00 postage from the McCarthy Map Co., Inc., 1003 Main Street, Boonton, NJ 07005; 201/316-5494) DeLorme also has the *Atlas & Gazetteer* books for Ohio, New York, Michigan, Florida, Northern California and Southern California at the same price and Vermont, New Hampshire and Maine at $10.95 plus postage. McCarthy also stocks USGS topo maps.)

All in all, we had a very interesting couple of days in western Pennsylvania and have our sights set on returning to get the Western Allegheny in fall colors.

Railfanning Marias Pass

Those of you who have already been to Marias Pass will recognize many of the scenes on pages 59-69. Getting some of those photos required substantial hiking while others were taken just a few feet from my car. Don't worry if you're a true "guardrailfan," preferring to photograph trains from a highway overpass, grade crossing or other guardrail vantage point. Many of Marias's finest locations can be photographed right off U.S. Highway 2. Pick up the 1:100,000 scale U.S.G.S. *Glacier National Park* topo map at one of the stores in West Glacier or East Glacier for detailed coverage of Marias Pass, Glacier National Park and the Flathead River Canyon. Rental cars are available at the Izaak Walton Hotel in case you ride in on Amtrak's *Empire Builder*—not a bad way to reach the pass if you're making a family trip out of it. And a photo trip to Marias can easily fit into any family vacation to Glacier National Park or the surrounding Rocky Mountain tourist area. I strongly recommend the half-day drive on the Going-To-The-Sun Highway between West Glacier (called Belton on the railroad) and Saint Mary (north of East Glacier Park). Even the most rabid railfans will appreciate the magnificent engineering of this road over Logan Pass with its tunnels, hairpins and steep alpine slopes.

Marias Pass is bear country! When the Forest Service posts an area as closed to hikers or campers, it's because bears have been spotted there, perhaps feeding on remnants of a spilled grain load. If a certain snowshed or S-curve is within a temporarily-posted area, go somewhere else for your photo.

And if the bears don't get you, the snow and cold will. Railfanning Marias during winter can provide some excellent photo opportunities but calls for careful preparation and driving. From November through February, U.S. 2 west of Summit normally has a packed snow floor, and east of Summit things may not be much better. The constant 50 m.p.h. winds (with higher gusts) blowing down from the Continental Divide onto Montana's eastern plains are the worst aspect of winter here. Residents of Browning and East Glacier Park will warn you *never* to open your doors or windows, spit or do anything else against the the wind. Try to park so your car faces into the wind. Otherwise, when you open your door or trunk lid they might be ripped from their hinges. You may need to place a sheet of cardboard between the grille and radiator so your car's engine can reach a decent operating temperature (critical for high-altitude performance and interior heating). Ever wonder why truckers have those fabric covers which can be zippered up across their grilles?

If you plan to step out of the car for quick photos off the highway, adjust your heater and defroster to a minimum setting. This will still keep the windows from fogging while enabling you to drive in comfort from one photo spot to the next without having to take off your parka and gloves. More important, you'll be keeping your camera gear and film relatively cool, which preconditions them for the sub-freezing weather outside and reduces the effects of condensation. Moisture trapped inside your camera will corrode metal parts when in liquid form and damage delicate mechanisms and circuitry when it freezes too suddenly, so toss a couple silica gel packets (packed with cameras, stereo components, etc. when they leave the factory) into your camera bag to absorb some of the dampness. Avoid leaving your camera exposed to extreme cold and wind for more than a few minutes. If possible, keep it zipped up under your parka until you're

BRUCE KELLY

ROOMS WITH A VIEW of Burlington Northern's main line and brightly-illuminated helper leads at Essex, Montana, are the railfan attraction of the Izaak Walton Hotel.

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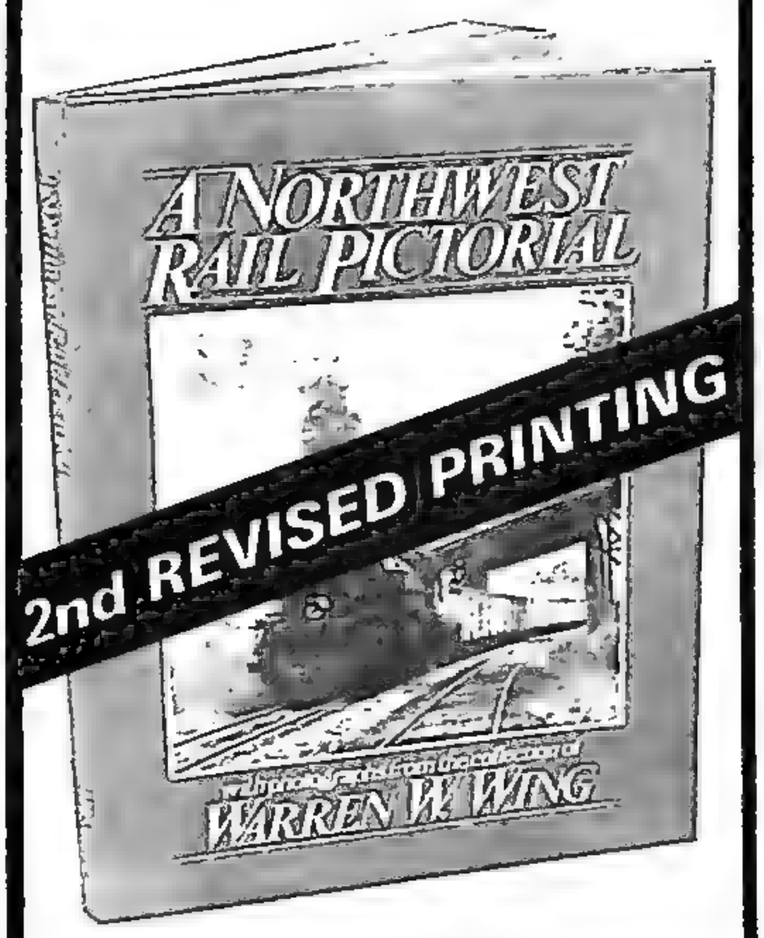

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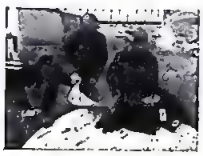

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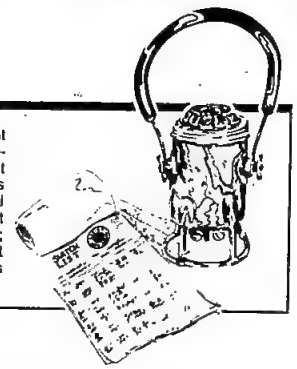
JANUARY 1989 ISSUE ON SALE DECEMBER 1

ready to shoot. The 50 m.p.h. winds at Bison and Grizzley and Browning that bite right through your wool mittens and polypropylene gloves will freeze your roll of Kodachrome until it's brittle enough to shatter when your motor drive engages or when you try to rewind your film.

Whether you visit Marias in the dead of winter or in midsummer, you'll be wanting a shower, dinner and a nice bed at the end of the day. There are plenty of good motels along Highway 2 to choose from. The two I've stayed at are Porter's Alpine Motel in East Glacier Park and the Izaak Walton Hotel in Essex. Each has certain advantages and drawbacks, but I usually spend Friday night at Porter's and Saturday night at the Izaak Walton—or vice versa—for a change of pace. Hands down, the Izaak Walton is *the* place for railfans. It's got railroad atmosphere through and through, from its basement "Great Northern Lounge" to its bedroom views of the tracks (the idling helpers really do lull you to sleep!) to its trackside dining room. How appropriate, since GN

Switch List



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built the hotel as a home for helper crews and tourists. Their standard rooms go for $35.00 per person per night, or $59.00 for the deluxe rooms. Winter rates are slightly higher. Drawbacks: no TV in the rooms; though clean and efficient, the bathroom is down the hall, unless you pay extra for the deluxe room which has its own facilities; the steam heating pipes often become noisy late at night. Porter's Alpine Motel in East Glacier Park is handy because it's a tad cheaper, the rooms have TV (nice to check the weather forecast and unwind with a good cowboy movie), you can sleep in late and still begin the day with the sun on your side of the pass, and gas stations, a grocery store and a restaurant/saloon are all within walking distance. Drawbacks: when the strong winds are blowing, as they do here 80% of the time, they'll howl through the window screens and shake the buildings on their foundations; on weekend nights, the kids from Browning pour into East Glacier by the truckload, dancing and drinking till closing time at the Palomino Lounge. If you're coming from suburban California or downtown Chicago or New York, the ruckus probably won't bother you.

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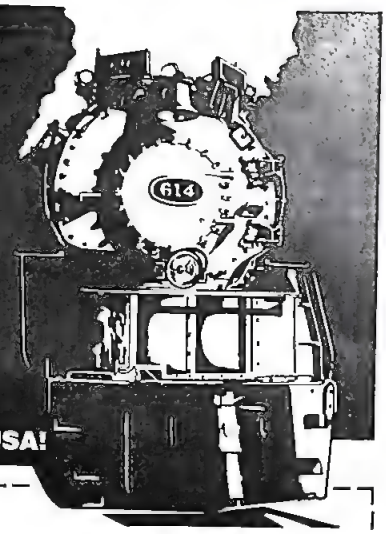

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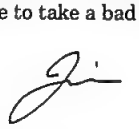
Two great ways for first-time visitors to become aquainted with the pass are the October Alta-Mont (Alberta-Montana) Railfan Weekends and the May Essexpress Weekends, both held each year at the Izaak Walton. Photographers from the northwest states and provinces rub elboes with others from as far away as Boston or San Diego (had some fans from Nova Scotia once) for a weekend of chasing trains by day and viewing slide shows at night, topped off by pizza and beer in the Great Northern Lounge. Richard Steinheimer and his wife Shirley Burman are scheduled to give photo clinics and slide programs at the 1989 Essexpress Weekend, to be held at the Izaak Walton the first weekend of May. They were a big hit at the 1987 meet.

Attend either of these events, and I promise you'll have one of the greatest railfan experiences of your life. And no matter how bad the weather may get, you'll go home with memorable photos of BN in the Rockies. Notice how many of the photos in this month's feature were taken in early October, during one of the Alta-Mont Railfan Weekends. It's darn near impossible to take a bad picture at Marias—B.K.



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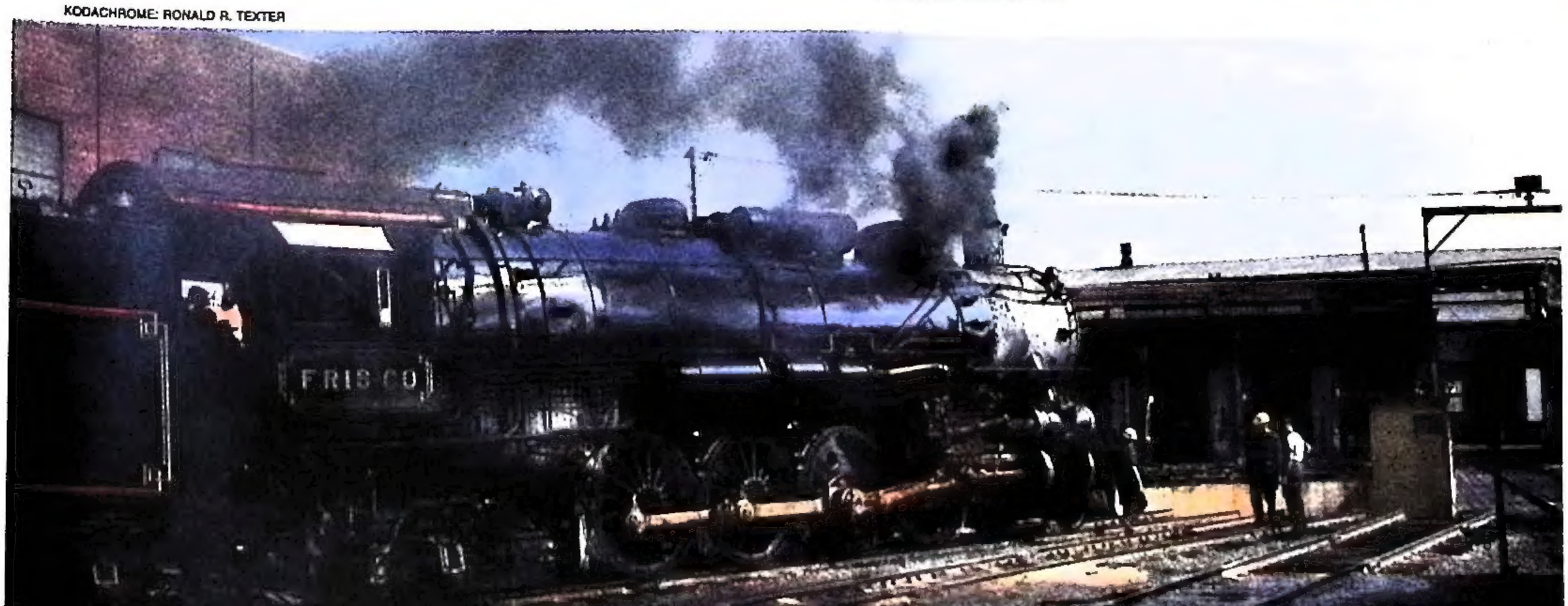
1522 on the Road

The images of 1522 in action are impressive and nearly timeless. The morning of August 11, 1988, saw the 1522 "steaming up" at Wisconsin Central's North Fond du Lac roundhouse, built in the 1880s by the original Wisconsin Central. On Friday, August 12, the 1522 was heading south (left) near Slinger, Wisc., with a 17-car freight train while ferrying to Chicago for the following weekend's excursions. Engineer Tom Mayer started Sunday's 21-car special on the .99% grade of Byron Hill without a slip for the southbound photo runby; the Mountain was working hard (above) as it sped past the photo line with a grand plume of smoke. See André Jackson's feature story of 1522 beginning on page 50.

1522

KODACHROME: RONALD R. TEXTER



KODACHROME: STEVE BROWN

NICKEL PLATE 587 returns! The handsome Mikado had 20 loaded hoppers in tow during a September 10, 1988, break-in run in Indianapolis on the Indiana Railroad. See page 46.

KODACHROME: PAUL HUNNEL

KODACHROME: GREG C. SIEREN

KODACHROME: JOHN C. BENSON

VMV ENTERPRISES GP35 3600 sports a new paint scheme and "VMV Paducahbilt" herald in Chicago (above) during an R.S.A. trade show on September 15, 1988. GP40 6673 (ex-SBD 6673, SCL 1516, nee-SAL 601), has the same herald but a different paint sheme (above left), at Paducah on June 16, 1988. VMV rebuilt NdeM 13063, actually an SD40-2 in a chop-nosed carbody of former-SR SD45 3168, seen at Nuevo Laredo, Mexico, on August 29, 1988. SDP45s are still kicking as VMV 6695 (ex-EL), on lease to SP, is shown (below) leading an eastbound past Klamath Lake, Ore., on July 2, 1988. See page 44.

KODACHROME: RANDY NELSON

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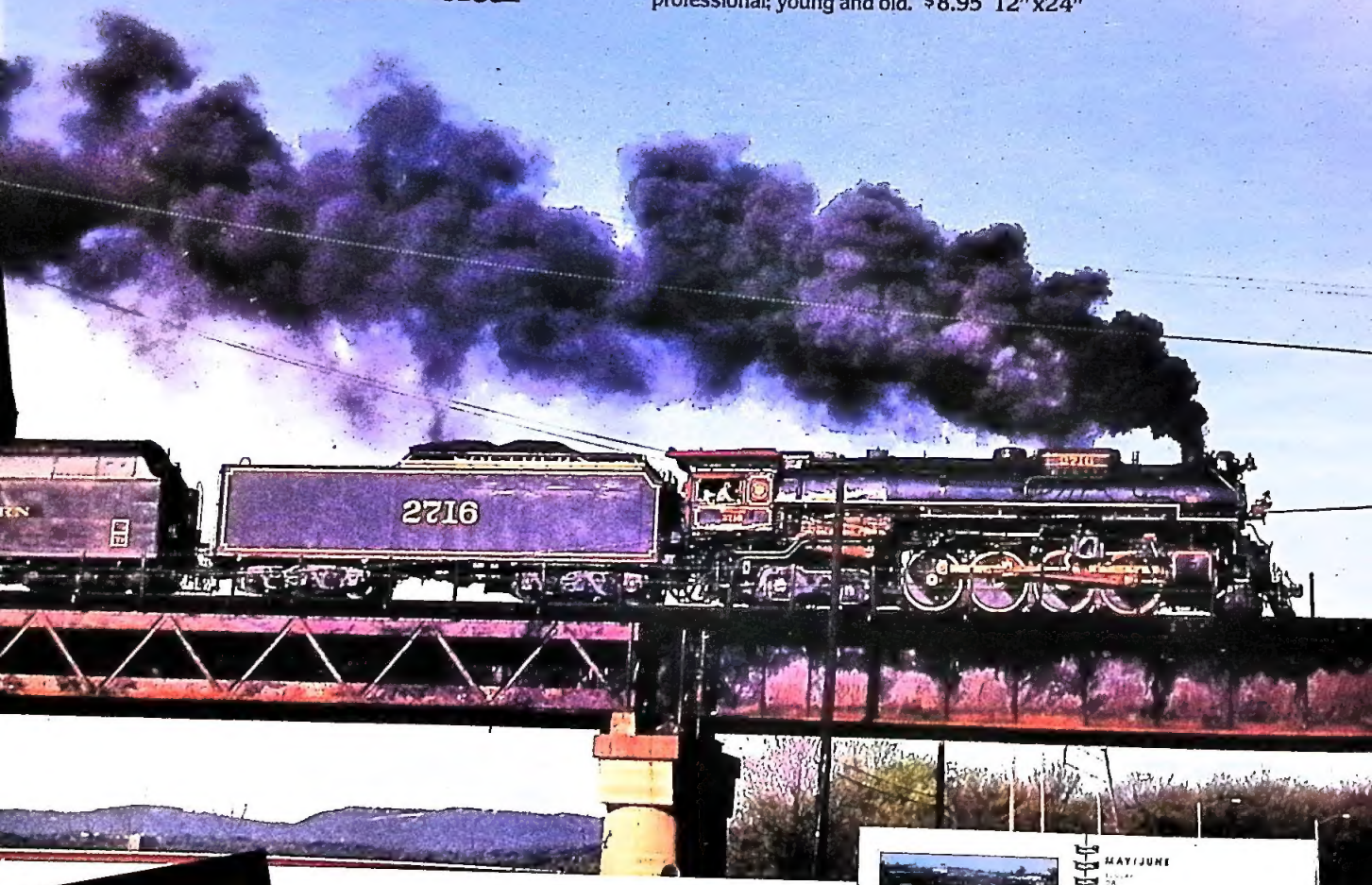

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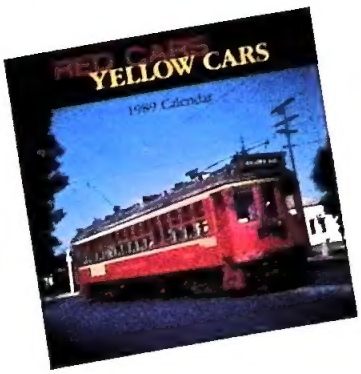

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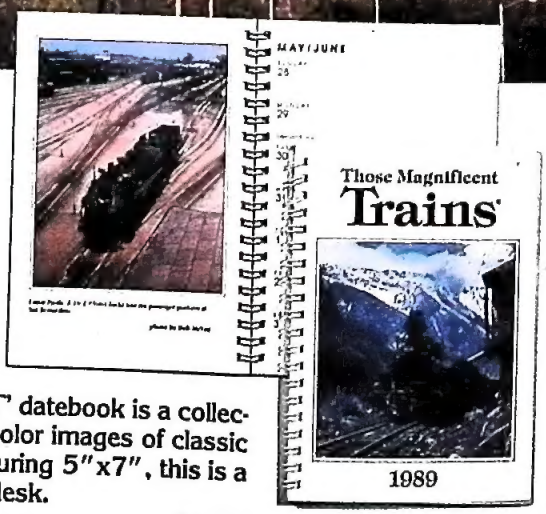

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